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# AIR COOLED NEWS

## PUBLICATION OF

# THE H. H. FRANKLIN CLUB

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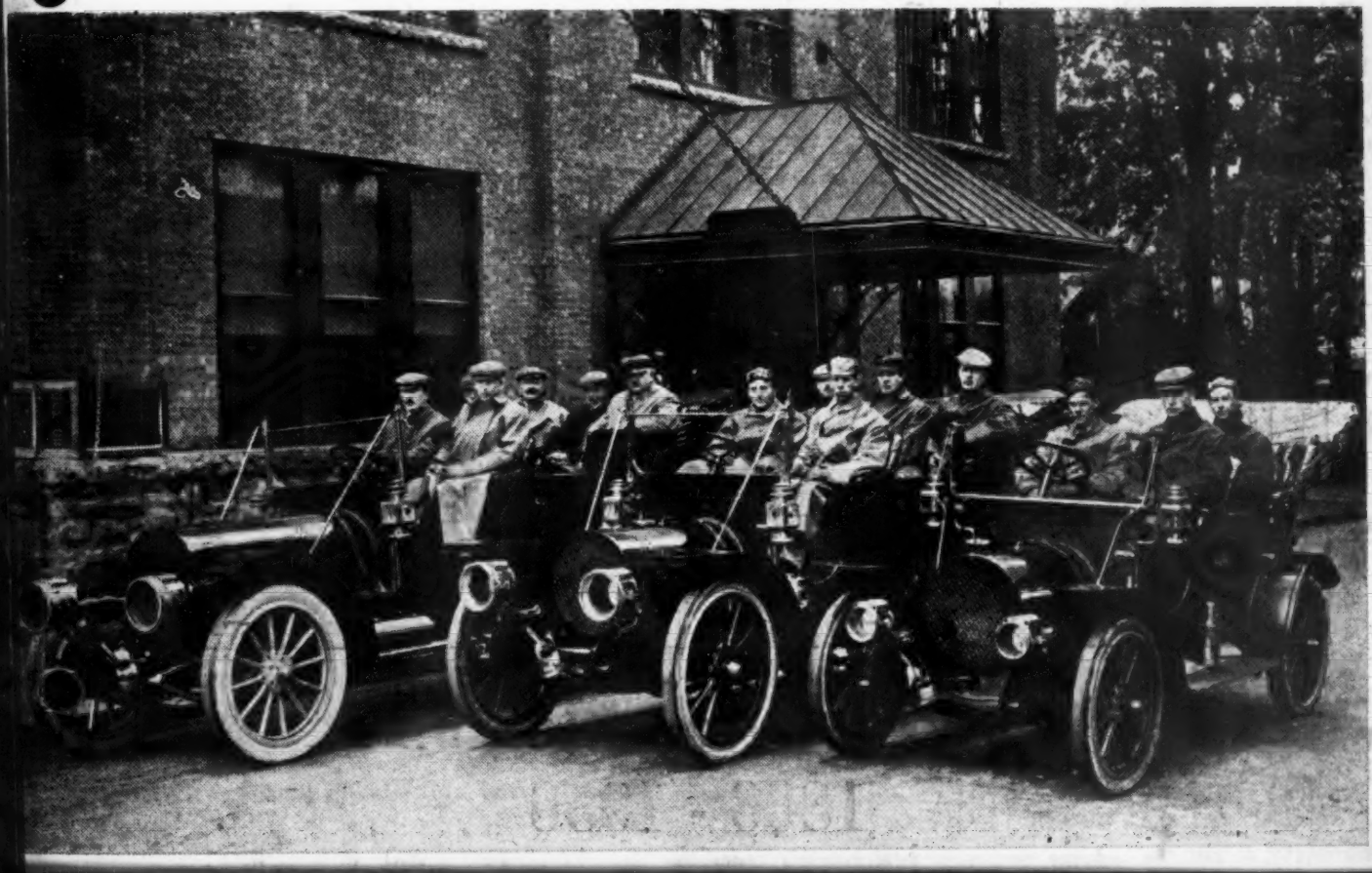

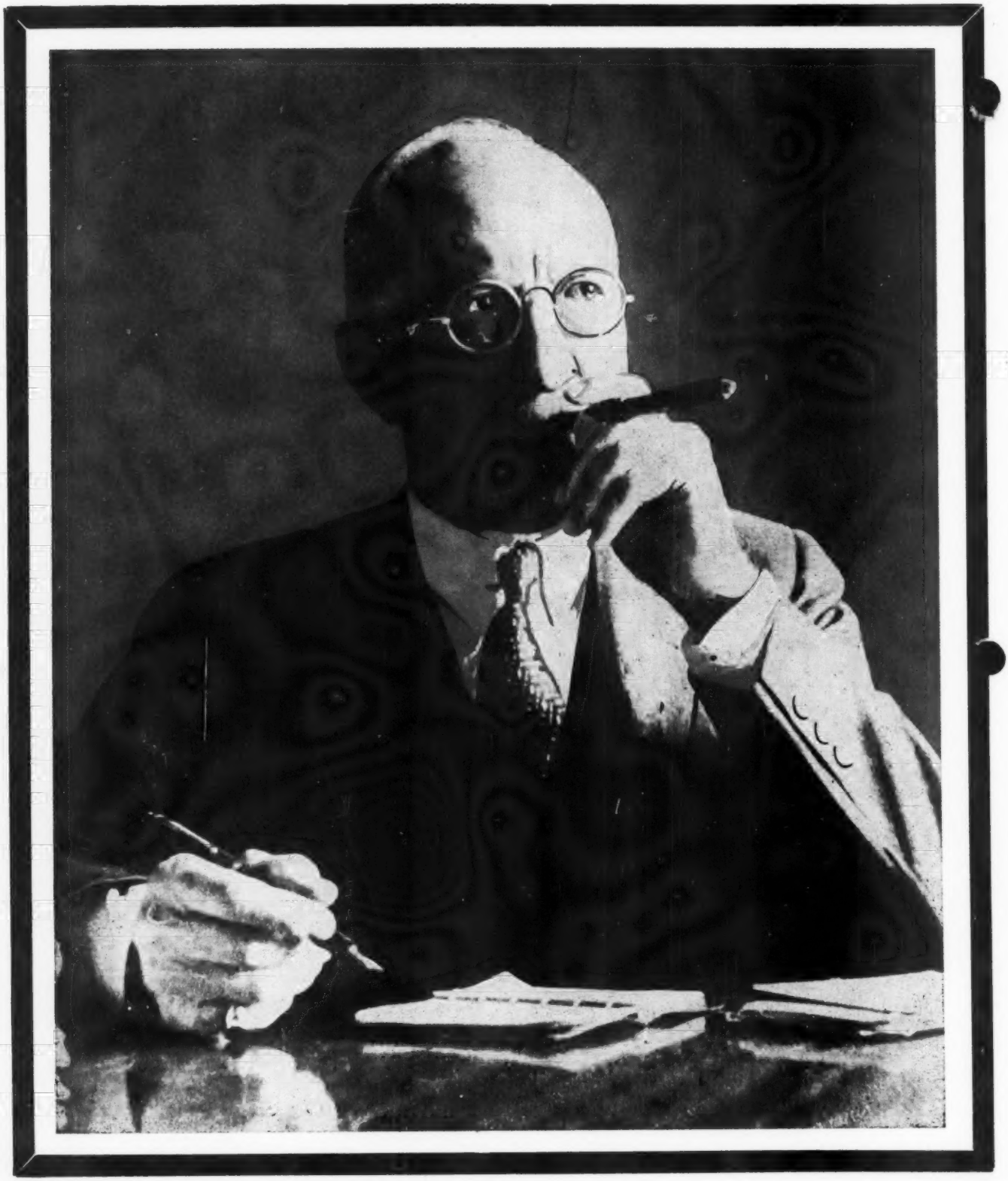

**Herbert Henry Franklin**
**1866 - 1956**

# HERBERT H. FRANKLIN

Monday, April 16, 1956, marked the physical passing of a great leader – Herbert H. Franklin. The works of great men are not only recognized during the livelihood of those individuals, but also in the generations to come. Very few men have contributed more to the welfare of the United States than Herbert H. Franklin.

It has been recognized by industry for many years that the success of the Franklin air-cooled engine was the spark which started the development of today's direct air-cooled power plants which are so successfully used in our modern transportation systems. Had the Franklin engine been unsuccessful, possibly a great calamity would have faced the United States in World War II where the airplane and its engine were used so successfully in combating the enemy. Accompanying the development of the aircraft is the helicopter, which was brought to a point of proper recognition by Dr. I. I. Sikorsky. The original successful helicopter, the VS-300, was powered by the Franklin air-cooled engine. It was the success of this crude little machine that sparked the imagination of other engineers to concentrate their efforts on the helicopter possibilities. Dr. Sikorsky often expressed his appreciation for the great contribution of the Franklin air-cooled power plant in the development of his helicopters. Then again, the air-cooled engine has been so successfully used to power generating sets, chain saws, pumps, and, of late, millions of power lawn mowers. It is a tragedy that Mr. Franklin could not have lived to have seen the advent of the gas turbine for use in automobiles, since it will be inevitably direct air-cooled.

Accompanying the mechanical developments paralleling the Franklin engine is the great impact of Mr. Franklin's life on the prosperity of America. His pioneering has contributed greatly to the economic status not only in the United States, but in the whole world. The modern airplane has brought the nations of the world closer together so truly there is "one world." Distances have been reduced, more people have been employed, people are living longer, more people are educated – all of which have been greatly helped by Mr. Franklin's contributions.

It has been incorrectly stated many times that modern business procedures are of more or less recent origin. Mr. Franklin incorporated at the H. H. Franklin Manufacturing Company the same type of production control, material control and quality control as does the most modern business in 1956. In addition, he recognized the need to develop men. He inaugurated training courses giving facets of modern business operation. The list of great men developed under Mr. Franklin is a testimony to his business acumen.

Mr. Franklin was a great believer in quality, not only in motor cars, but in his business associates. At no time would he sacrifice the quality of his product to save a possible few cents in the building of that product. The same was true in his selection of men. He selected men, gave them great responsibilities, and paid them accordingly.

Mr. Franklin was a great believer in the rights of the human being. The factory working conditions were the best. The workingman was recognized as a human at all times.

Mr. Franklin's life was dedicated to an ideal. His whole life was this ideal, namely, to produce the best automobile, giving the customer the greatest satisfaction with the minimum trouble, at a fair profit – profit not only to the company, but a profit to the individual for having made a purchase of the Franklin car.

Mr. Franklin was a great contributor to many deserving causes, but received little publicity. He was a member of the Board of Syracuse University and a greatly respected Board member. He contributed to the education of many worthy young people.

So, in conclusion, again we say that Mr. Franklin physically passed away on April 16, 1956, but his spirit and contributions will live on for generations.

--Carl T. Doman

# THE STORY OF HERBERT FRANKLIN

By FRANK J. EARLY

The Franklin story is an epic of our times, the story of Herbert H. Franklin and of the Franklin automobile.

"Our town was a good place for a boy," he said, speaking of Lisle in Broome County, where he was born near 90 years ago.

You enter Lisle now from Route 11, about 50 miles south of Syracuse, Crossing a bridge west over the little Tioughnioga River, you pass by on the left the buildings of the Congregational Christian Conference Center. This was an orphanage site earlier, the Happy Valley Orphanage, until flooded about 35 years ago. It's been a summer conference center going on 20 years.

Generally, except for this and the Franklin Memorial Library, not much new and large has been added to the Lisle scene since Bert Franklin was a boy.

The Lisle Academy on the main street like the library, is being dismantled. The bell was rung in the belfry there for the last time Saturday, hardly 48 hours before the most famous of its then living alumni died at his home in Syracuse.

The academy came into being the same year H. H. Franklin was born, 1866. He was a Saturday child, born the first day of September in a little house on the farm of his parents about five miles southwest of Lisle.

Charles R. Franklin and his wife, Hannah Bliss Franklin, lived there many years, on land along a farm road about two miles south of Center Lisle. There they had three sons and three daughters who lived to maturity.

The father had been a teacher at Cortland before marrying. There was what is known as "the log house" on the farm when they went there. The children were born in another house, close to the present one identified as the old Franklin home. The structure of childhood years in the life of the family is gone, succeeded by quite a modern farm residence.

The place is now owned by Samuel Altavilla, who moved up there from New Jersey with his family. They are occupying the larger, newer house that was built and added to in years when the Franklin family had grown up. The original house across the road became a tenant house.

The Franklin barn was one of the largest if not the largest in Broome County. When someone built a bigger barn there was an addition built to regain the lead for the Franklin barn.

The Altavillas, who have children, too, one of them studying for medicine at Syracuse, are bringing the old farm into better working order after a period of disuse. They are going to raise stock.

It was a dairy farm and general farm in the old days. The milk was carried by horse and wagon or sleigh to Center Lisle.

"How I hated to milk cows," Mr. Franklin exclaimed, sitting in the study in his home at 1033 James St. "My father said the cows gave short measure when I milked.

"They were tired from my leaning my head against their sides while I milked, according to father. I wasn't cut out for farm work and he became reconciled to it. So I set out to earn my way elsewhere."

Down what is now Route 79 the young fellow went. It was Catskill and Ithaca turnpike route, variously called by road names then depending on where you were going, west to Newark Valley, say, or perhaps east to Whitney Point.

Bert Franklin was in his late teens. He had been through the common school grades and the academy, acquiring an unusual education for a country boy of those times.

Lisle people always have set store by books. They adopted in 1843, quite early among the first communities in the interior, the common school system. Their academy 25 years later was attracting boys and girls from an area within a radius of 10 miles or more.

Bert Franklin went five miles to the academy from his home on the Nanticoke Road. He walked often when his father could not spare a horse for transportation.

There are residents in their eighties around Lisle who remember well his trek to school. They say he was very quick in learning, an exceptionally bright youngster.

The Smith boys from Greene, Lyman C. Smith, Hurlburt W. Smith and Wilbert Smith, who became big business men and industrialists in Syracuse later were around his age and some of them went to the academy. Giles H. Stilwell, also noted in Syracuse later in the law, education and industry, came from down that way.

Bert Franklin knew of their ambitions and early success and he wanted to get ahead himself, to amount to something, as they used to say.

His father wanted him to farm, but the boy insisted on going as far as he could in school.

"Father finally became reconciled to it," he said, of his stand against his becoming a farmer.

Later, at the peak of his own career, he honored his father in distinguished manner, establishing and endowing the Franklin Memorial Library at Lisle.

It is a brick building, about 30 feet square, with capacious shelf space, several thousand volumes, reading room and facilities making it a model small town book center.

On a bronze tablet on the wall with a picture of Charles Franklin is a dedication of the memorial to him by his son who hated to milk cows.

The son completing his studies at the academy some 70 years ago set out in the world, to win his own ways. His first job was in a shop in a neighboring town.

"The proprietor paid day wages to the men building sleighs," he said. "My job was sandpapering the bodies. It seemed to me that we all took it easy. I talked to him about paying by the sleigh, so much for each sleigh I sandpapered.

"It meant more money for me and more sleighs finished faster for him. Soon the other men in the shop took it up and the whole operation was on piece-work. I was there for months and he wanted me to stay assisting him in the business. But I didn't think I wanted to be a sleigh-maker, either.

"My father wanted me to come home and I went on a visit. There a cousin of ours, William Franklin, was on a visit at the time. He was on the newspaper at Coxsackie. It had a job shop attached. He suggested my going there with him. I did."

As a boy he had gotten out a little newspaper for his home neighborhood. There were only 30 or 40 houses at Lisle and fewer at Center Lisle and the comings and goings of all the neighbors were well known to each other. Still they enjoyed reading what was printed about them by their young neighbor on his home press.

Going to Coxsackie was an adventure. The great world called to adventure. The Syracuse, Binghamton & New York Railroad, now the Oswego branch of the Lackawanna, had been built about 12 years before H. H. Franklin was born. It ran through Lisle, as did the Catskill and Ithaca pike, built in 1795 and serving as a route for settlers headed from the Hudson Valley and New England toward the Finger Lakes and the west.

Coxsackie had a population of 1,800 people. There were half a dozen churches in the Greene County town near the Hudson River. There was also the newspaper.

The young fellow going there with his cousin learned to set type. He had to help out with the bills, too, getting advertising, laying out ads and writing for the paper.

It was a busy little place with a bank and an academy, making Bert Franklin feel at home.

There were half a dozen manufacturies. And Coxsackie still had some ship-building at what was called "The lower landing." Some of the early Hudson river steamboats were built there.

Mr. Franklin lived and worked about six years there. His cousin owned some interest in the paper and print shop and

through the young man got an interest. The older man didn't like the business end of the operation and H. H. Franklin became the proprietor.

A modest man he nevertheless was openly proud of his newspapering ability and told that when he ran the paper it achieved a circulation exceeding that of the county.

But he gave it up there, selling out to seek opportunity upstate. He met a man in Coxsackie, who owned an invention and he bought in on it. He had been thinking of going to Syracuse where young men from back home had made such successes and he came here with the invention, which he named die-casting. H. H. Franklin launched commercial die-casting and was the god-father of the process.

He pioneered in fabrication of aluminum.

Herbert H. Franklin, arriving at the old railroad depot one day late in 1893, held high hopes for fortune here. He was 27 at the time, in good health, determined to succeed.

The future automobile magnate believed there was bright promise to be realized from an invention into which he was putting his money. He had prophetic foresight and Syracuse today is important in the field he opened, modern die-casting.

Here is an entry from his hand-written journal of July 9, 1893, preserved among his papers:

"Met Herbert G. Underwood. He was introduced by Fred Hook at Coxsackie. Mr. Underwood mentioned his new process for molding. I gave him encouragement about it."

In those lines is written the beginning of the record of commercial die-casting.

Mr. Franklin, interested in the Coxsackie Union, later merged and now known as the News, went to see the Underwood process at the inventor's home in Yonkers. The young newspaperman decided to sell out and join Underwood in promoting what the inventor called "hydrostatic molding."

"I had been thinking of trying newspaper work in a larger place, like Syracuse, Rochester or Buffalo," Mr. Franklin related. "Instead I formed a co-ownership arrangement with Mr. Underwood and came to Syracuse to introduce the process."

Here Lyman C. Smith and his brothers, Giles H. Stilwell, a lawyer, and Alexander T. Brown, an inventor, had come from the same countryside where H. H. Franklin had grown up, around Lisle.

L. C. Smith headed the Smith typewriter business. A. T. Brown was credited later with inventing the modern typewriter. The Smith-Premier, a double keyboard machine with keys for capital letters and small letters, was made here, first in the old Smith gun plant now a Syracuse Ornamental Co. property and later in its own plant in Gifford Street.

"I came to see Mr. Smith," Mr. Franklin said of his original mission here. "My idea was that we could die-cast parts for the typewriter. He was very kind but not especially encouraging. Our process was almost entirely untried or at least unproved."

The newcomer had a handicap. He was not a glib salesman. He had an impediment in speech from a defect with which he was born. All his life it was necessary for him to be painstaking with speech to be understood.

The difficulty undoubtedly contributed to his success, serving as a spur to his will to overcome the drawback, and making him careful and sparing in speech. He was a master of simple expression and his letters are models of clearness.

Undiscouraged by the reception from L. C. Smith, the younger man — Smith was then around 40 — decided to open up shop here anyway. He set up his business with Underwood, and moved into a small place at 241 W. Onondaga St., near Onondaga creek and close to the Smith plant.

Syracuse was still under 100,000 but it was a thriving place. There were steel mills and foundries, flour mills, breweries, clothing factories, shoe factories, bicycle factories, typewriter works, gas works, gun works and the Solvay works among larger employment centers.

Business had not yet gone below Dey Bros. corner in S. Salina St. Clinton Square was a canal basin, dock and market area, with the Wieting Opera House, the Town Clock tower, the Savings Bank building, the Empire House and the old Court House as a background setting.

Across the bridge to the north, Salina St. was busy. Hotels were small and scattered downtown, some with stable yards at the rear. There were trees in Warren St. in the hotel district of today and also in Salina around Onondaga. West Onondage was the fashionable thoroughfare beyond West St.

City Hall was practically new. There was no Carnegie Public Library yet nor Court House on St. Mary's Circle. The old Wesleyan M. E. Church and St. Mary's, as the Cathedral Church was called, dominated the scene.

It was the height of the horse and carriage days, the peak of the nineties. But over in Springfield, Massachusetts the Duryea brothers, Charles and Frank, were running their horseless carriage around the street, getting themselves arrested for it.

Back here in Syracuse another young fellow, John Wilkinson, two years younger than Bert Franklin, was working out at Solvay. He was the grandson of the first postmaster of village Syracuse. At 21 he had been graduated from Cornell as a mechanical engineer.

As the months passed into years, the Franklin and Underwood association broke up. Mr. Franklin explained that his partner was not satisfied to turn out die-castings to sell. He wanted to improve the process.

Convinced that he had a working process, Mr. Franklin bought the other's interest, taking an assignment of his inventor's claims.

It was a one-man struggle in the beginning, the Franklin Company. The earnest young fellow lives on in stories about those days, telling how he pedaled his bicycle to metal suppliers to buy enough material for fresh die-castings to send out for sale.

The first-marketed article was a match-striker, a plate with a hole or holes in it for fastening to the wall, and corrugations on it for the new friction matches or safety matches. They were succeeding the old lucifers or sulphur matches.

"New" and "safety" were the watchwords. "New safety" bicycles were coming in, the low wheelers with pneumatic tires. There was even talk of flying machines although mostly it was thought crazy talk.

An early Franklin die-casting was a euchre score-keeper, a mechanical device for keeping track of the count in a popular card game of the period. Young Franklin hitched his wagon to the nearest star, going it alone.

On Dec. 12, 1895, he incorporated the H. H. Franklin Manufacturing Co., which was the parent company of the later die-casting corporation and handled the automobile manufacture.

John Wilkinson, about the same time, in 1896, became a designer for the Syracuse Cycle Co., in Wyoming St. There noontimes he experimented in building a new type of motor, without water cooling.

Johnny Burns, a youngster around the cycle shop, used to hand him tools and he told the helper that it was to be an air-cooled engine. There had been some work done on the idea in France, he said. John Burns, living at 225 Reed Ave., recalls clearly much of the evolution of the idea into the Franklin automobile.

Meanwhile Mr. Franklin had moved his base of operations to the area of the Lipe Shop, in S. Geddes St., near W. Fayette St. This was a famous center for mechanics, engaged in inventing and developing a wide range of devices.

Howard Franklin, one of his brothers, had joined "H. H." at Syracuse. They had a die-casting shop ready to start on a Monday and it burned. They did business for a while at the back of the Lipe shop, until a new die-casting site was obtained farther south in Geddes.

At Lipe's Mr. Franklin and John Wilkinson arranged to go downtown one day, riding in what was known as the New York Automobile, designed and built for the New York Automobile Co. by the Syracuse engineer. There was a lawsuit over the arrangement and the designer was washing his hands of the whole arrangement.

Syracuse as a bicycle center had an eye turned in the direction of this new form of transportation. This was the more so because bicycle gears were being made here, another A. T. Brown invention.

Mr. Franklin was enthusiastic over John Wilkinson's car. The designer entered the service of the Franklin Company in 1901, serving as chief engineer, and in 1910 becoming vice president.

"I guess I always knew one thing although never putting it in words for myself until I was around 30 years old," H. H. Franklin told a friend. "That was this: The way to do a thing is to start doing it."

It was this axiom that guided him probably in taking up photography and becoming fairly expert in the art. Later in life he became interested in oil painting and gained considerable skill at it. He discovered for himself an ancient proposition: The way to learn to play the violin is to fiddle.

"From the beginning," he said concerning the Franklin car, "It was my aim, in which John Wilkinson concurred, to retain lightness and simplicity of design. We used wood frames and pioneered in use of aluminum to the extent that Franklin was rated the largest user of aluminum in the world."

The first Franklin sold, the one on exhibit in the Smithsonian at Washington, was remarkable for those qualities. The small car-building force in Geddes St. had built two other cars, considerably after the pattern of the assembly John Wilkinson followed in his first air-cooled car.

S. G. Averell, the New York sportsman, kin of Gov. W. Averell Harriman, bought the historic car, June 23, 1902. He paid $1,200. It had a chain drive and the engine was mounted crosswise. The four-cylinder engine weighing 230 pounds was about one-fourth the weight of the car. The car had jump spark ignition, splash lubrication and enclosed planetary transmission, details mechanics want to know. The gear ratio was twelve to one for low and four to one for high and there was reverse gear as well as the two forward. The steering gear was on the right, with wheel control.

This simple machine and its early successors were built in a four-story building at the northeast corner of W. Fayette and S. Geddes St., leased from the Brown-Lipe Gear Co. In 1903 the first of the future 18 buildings of the company was erected at W. Marcellus and Geddes St., a five-story structure, the cornerstone unit of the big plant now known as the Carrier Corporation Geddes St. plant.

That was the year of the famous Winton trip from San Francisco to New York on a $50 bet by Dr. Horatio Nelson Jackson, lately of Burlington, Vt., and his driver, Sewell K. Crocker. They made it in 63 days.

The next year a four-cylinder stock car Franklin made it from coast to coast in 32 days, 23 hours and 20 minutes. The triumph of the light air-cooled engine car sent demand for Franklins zooming.

C. S. Carris, a Central New Yorker noted for skill among early drivers, made the first trip for Franklin, with L. L. Whitman, who had tried it in 1903 for another car-maker. Whitman was a prophet and witness of air-cooled performance after his trip in the Syracuse car.

"Clean Score" Carris, as he was known on account of ratings he won in his contest and exhibition runs, made the more thrilling trip with Whitman and other drivers 50 years ago this summer.

Coming from fire-ravaged, quake-shattered San Francisco, they wheeled their way to New York in a six-cylinder stock Franklin car in 15 days, two hours and 12 minutes, for the road distance of 4,100 clocked miles.

Carrying two teams of drivers, the big car went over 8,000-foot grades, plowed through trackless desert, traveled 30 miles on railroad ties, and suffered 66 hours of delay, not deducted from the total elapsed time for the transcontinental trek.

Floods caused 10 hours of the interruption in the run. Quicksand held them up 12 hours. Police interference cost 12 hours. Accident took 32 hours, after the machine went off the road between Erie, Pa., and Conneaut, O. Carris at the wheel, somersaulted out, suffering only a sprain. The others were unscathed. The flexibility of the car was demonstrated.

Plunging down an embankment and through a creek it hit an abutment. Towed out and back to Conneaut it was running again after comparatively simple, but in those days, time-consuming repair.

This epic is almost as notable as the 1904 run. Roads were still almost unknown in the far West. They had to traverse the terrible Humboldt Sink, a trap extending 600 miles on their course to Salt Lake City. It took them seven days to cross this American Sahara the first time. Their doughty little car hit a sawed off telegraph pole in a field catapulting both Carris and Whitman over the hood but damaging only a truss-rod under the car. They got the machine off the stump and looked hopefully East to roads.

It had been doubted before the Winton run if any car would ever make such a trip. In 1906 the press of the nation hailed the Franklin. The Scientific American said it was doubtful if any but a powerful lightweight car could ever equal the new Franklin record.

The achievement took planning as well as doing. Gasoline had to be provided at prearranged pick-up places, for commercial supply spots were almost unknown over wide reaches. Indians and Chinese, among others seeing the cars on their hard route, rxpressed child-like wonder at seeing carriages without horses.

Such was the stamina of the machine that after completing the transcontinental run in 1906 it turned around for a record run to Chicago.

Operated for 500 miles without any fan, the car nevertheless clipped nearly two hours off the previous record for the 1,000 miles. The Franklin made it in 56 hours.

So Franklin showed the way, with the first four-cylinder air-cooled car, the first six-cylinder engine in 1905, the first to use drive-through springs, and in 1907 the first to adopt automatic spark advance. Franklin pioneered sedan or closed bodies in 1913 and aluminum pistons in 1915. Franklin was first to use electric carburetor priming to speed up cold weather starting in 1921 and led in narrow steel pillar body front design in 1925.

The company here had 570 men at work at the peak in 1904 and 1,200 in 1906. The die-casting operation was carried on under a separate corporation name from 1901 on. The H. H. Franklin Manufacturing Co. employed up to 3,200 men.

This amazing enterprise, the lengthened shadow of a man and a machine, Bert Franklin and the air-cooled engine of John Wilkinson, had its bad times, in the money panic of 1907 and in 1910 again when not one car was made in May or June.

It was to go a long way and live years yet. It remains an unfinished story. The seed of the idea has germinated in far places.

Col. Charles Lawrence, developer of the Wright "Whirlwind" engine that powered Col. Charles A. Lindberg's "Spirit of St. Louis" in solo crossing of the Atlantic, credited Franklin cars.

He said in 1928 that air-cooling of airplane engines was rated a mechanical possibility first because demonstrated successful in the Franklin automobile engine.

"I can't understand it," the grand old man of the Syracuse car commented one day, looking into the sunset. He meant the wide-spread awakening of interest in the air-cooled engine. It was fostered some by The H. H. Franklin Club, formed in November 1951 by 10 Franklin fans in California, owners of 39 of the cars.

The national organization with its own periodical has grown manyfold in membership.

"I told my directors I would show them $1,000,000 profit in a short time," Mr. Franklin said. "We saw it realized on schedule. But if we had priced the Franklin lower there never would have been a Ford car."

The triumphs of Franklin cars in transcontinental trips in 1904 and 1906 led on to glory for the air-cooled Syracuse automobile. There were two other air-cooled cars made, some in Syracuse, and some very good machines.

The Franklin outlived them, finding greater public acceptance and getting more repeat business than any other car, air or water-cooled. It was "The Doctor's Car," above all others because the home practice of physicians 35 to 45 years ago called for an automobile ready to go in all weather.

Until 1935 there was not much effective in the line of anti-freeze compounds. Water-cooled cars froze up pretty consistently in these latitudes. The Franklin also was in demand in the hot dry Southwest.

The saga of the Franklin may never be written although various enthusiasts have collected materials for histories of the man, the car and company. Alexander T. Brown, the inventor, a Franklin backer, Giles H. Stilwell, who handled legal details of organization, Mr. Franklin and John Wilkinson, the engine inventor, many who knew most of the story and knew it best are dead.

John Burns, around Franklin's for 30 years and experimental engineer for years with the concern, now living at 225 Reed Ave., supplies much data from memory. He is technical advisor of The H. H. Franklin Club. He owned Franklin shares, preferred and common, bought at $100 and $50 a share and kept.

He cites air-cooled cars: The Holmes, Canton, O., backed by Timken; the Knox, Springfield, Mass.; the Fox, Philadelphia; the Metz, Walton, Mass.; the Premier, Indianapolis, and the Frayer-Miller, Springfield, O., one of the best.

He said he remembers the first Pierce-Arrow he saw, with a DeDion air-cooled engine mounted on the rear axle. It was built into a Stanhope body from Buffalo.

Syracuse cars and trucks, the Chase built by Aurin Chase, in West St., the Century in E. Water St., the Stearns Steamer, the Moyer built in the present Porter-Cable plant, the single Trowbridge built in the West End, the Brown of Alexander T. Brown and the Julian, the $70,000 car built by his son Julian, the Sanford fire truck, the Moore truck are some he called offhand, some with air-cooled power plants.

The Neracar, built at the present New Process plant, was an early three-wheeler. After the Franklin went, Carl Doman now Ford Motor Co. national service manager and Edward Marks, now Pratt & Whitney consultant, built a Franklin-powered Airmobile, a three-wheeler for Paul Lewis of Chicago. He reportedly paid $30,000 for it.

H. H. Franklin had notable associates in the company. Frank DeCausse and Ray Dietrich contributed fine design. The late William Emmons of Syracuse held the patent on narrow steel front end posts.

Mr. Franklin in his promotion of die-casting soon gave up any idea of fighting infringment of the Underwood patent claim. In fact, it is related that Franklin plant die-casting inventions in the aluminum field were turned over to the Aluminum Company of America as they were hit upon and Franklin paid $1 to the big company for a license to use patents on the inventions.

"We just went ahead die-casting." he said. "We had a head start and we couldn't be fighting everyone cutting in on us." The Aluminum Co., however, could defend the rights.

The H. H. Franklin Manufacturing Co. re-absorbed its subsidiary, the Franklin Die-casting Corp., about 1926 and when the parent company was put in receivership the original metal processing business went with it.

That was the fate of both in the Great Depression. The Franklin output in 1929 was pushed up 5,000 above high normal level, to around 14,000. The dealer organization handled the usual 9,000 and the extra 5,000 were stored in warehouses. The company was in trouble.

It was at the top and going over and down at the same time in 1930, 1931 and 1932.

All the de luxe cars were on the market with their best, the Classic Cars that are high-priced items among collectors today: Cadillacs, with 16 cylinders, 12-cylinder Packards, Franklins and others.

The Franklin six and 12 of 1930, with superchargers, were rated among the most refined automobile engines yet developed. But buyers were lacking for $2,600 and $3,200 cars. The creditors were watching closely.

Franklin had large land investment in Franklin Park, hundreds of acres in the Carrier Corporation Thompson Road plant area of today. The volume of the business hit $26,000,000 in 1929 but it was not enough.

In the end the city had a ghost plant in Geddes St. It was used as inducement to bring Carrier here with 1,400 employes to offset the several thousand idled at Franklin's. By odd coincidence air-conditioning replaced air-cooling both in the plant and in Thompson Rd., which "H. H." had envisioned as a future industrial park for his business and its employes.

The story could run on twice as long or longer but without more effect. Mr. Franklin believed that it all could not be repeated in the same way of achievement. Profits are the secret, he said, and if profit cannot be retained, some different way will be necessary to foster new developments.

The Franklin story is one of great service. In 1918 the company received a large order for airplane parts. It called for $1,000,000 worth of new machinery, and estimated requirement of 5,000 added workers. The Armistice cut off the business, with substantial loss for Franklin.

Mrs. Dorothy Ross, 20 Howard St., Auburn, last girl employed at the Franklin plant, bookkeeping under Roy Tennant, keeps a memento of generosity of H. H. Franklin, a check for $23,000 made out by the manufacturer picking up a deficit for the Billy Sunday campaign.

His endowment of the Franklin Memorial Library in Lisle, his home town in Broome county, was not publicized.

His sister's home at San Remo, Italy, was named by him Castle Lisle. Neighbors here in the vicinity of the Hamilton White home he bought at 1033 James St. and occupied many years knew him. So did men of his business level. But he was not widely known in the city. Many newcomers were astonished to know that he lived here. Word of his death was their first conscious knowledge of him.

But 50 years ago and more the name Franklin was widely spoken. The September day in 1904 when the crew making the first cross-continental Franklin record reached Syracuse it was on a 300-mile run, from Rochester to Peekskill. That car, hard driven then and many thousand times afterwards, was still running a couple of years ago in California.

In New York they greeted it with a motor parade escorting it from the Bronx downtown. Starting east, coming over the Great Divide, they dropped 1,200 feet in one mile, thrill enough with 1904 brakes. They ran across the desert between spirals rising 50 to 100 feet, above parched land, with boiling springs giving off sulphurous fumes. They passed hours on foot hunting passable trails in the desert to take them to town lights they saw ahead.

An immigrant train driver's team pulled them out of a hole, for 50 cents. Denver delayed them a day and a half with hospitality. At Syracuse they had to have a banquet and make it up in speed on the road afterward. En route they replaced two spark-plugs, repaired a gas tank leak, a front spring and a rear axle driveshaft, all that was necessary.

In the run in 1906 from San Francisco to New York they rode 30 miles over railroad ties between Mill City and Winnemucca, Nevada. They used seven hours going 17 miles in one desert sink. They went into river water over their high wheels. They ran 17 miles on kerosene, speaking well of the Wilkinson carburetor.

They were arrested outside of Buffalo after being delayed more than 30 hours by their accident and they lost nearly 12 hours more satisfying the law.

New York gave them an ovation, horn-blowing, red fire, cheers and a procession to the Astor.

Franklin full elliptical springs stood up. Air-cooling proved itself. Tens of thousands of Franklins followed the trail-blazers. Hundreds of Millions of dollars circulated around here through this enterprise. John Burns says he wouldn't be surprised if there are 1,000 Franklins running around the country yet, although the youngest of them must be around 23 years old and some going on twice that old.

The Franklin story is a great story and someone ought to write it some day. Good-bye, Mr. Franklin. Thank you, for Syracuse.

The portrait of Mr. Franklin and the story of Mr. Frank Early are by the courtesy of the Syracuse Herald – American.

# THE FRANKLIN MODEL Z

## A 4-CYLINDER CAR WITH PROMISE – YET NEVER PRODUCED

By many, H. H. Franklin was called an aristocrat. Just why, I don't know for sure, but I heard it was because he wouldn't permit his name to be connected with a "cheap car." Knowing that Mr. Franklin stood for quality, I am sure he would never approve the production of a cheap car. However, I am sure he never was adverse to producing a high quality, low price car such as the Model Z, a car nearly ready for production, but suddenly relegated to the storeroom.

During my summer vacation of 1921, I worked in the Experimental Department of Franklin. It was at this time that I first saw the beautiful little Franklin 4-cylinder, the Model Z. I was intrigues with it, but was never permitted to drive or "touch" it, as I was assigned to duty in the dog house gang. As a member of that group, my duties were specifically running test engines, day and night, and nothing else. Nevertheless, when the summer ended and I was ready to return to Ann Arbor to complete my Senior year at Michigan, I was offered a permanent jog - student engineer - at graduation.

During the spring months of 1922, James L. Yarian, Chief of the new Small Car Division of Franklin, tried to hire my father as Chief Electrical Engineer. Dad weighed the offer at length and from all angles, typical of a good engineer, and refused the offer with thanks. He reasoned that many of his friends had invested in The Doman Manufacturing Company and he could not "run out" on them. So he said, "Mr. Yarian, I can't accept, but why not hire my son, Carl? He will be through college with an E. E.Degree and I will steer him."

So, when I returned to Syracuse in early September, following a trip to the West Coast in a Model T Ford, I joined Mr. Yarian's group as Chief Electrical Engineer. Often I am inclined to think the job was more responsibility than authority.

I just mentioned the Small Car Division. Yes, following my return to Michigan in the fall of 1922, Mr. Franklin decided to set up a group to concentrate solely on the 4-cylinder program. Apparently he concluded that the regular Franklin "6" with all high price features would suffer if it were too closely associated with the low cost 4-cylinder car.

The building selected to house the activity was located on South Salina Street in Syracuse, next door to a large high-grade tool shop, Frostholm Bros. The most capable personnel were "drafted" from the parent group to staff each department. Robert Lay, a very capable engineer, was assigned the Purchasing responsibility; Joseph Babcock the Production job, including building and equipping a new factory; and James Yarian, former Truck Engineer, as mentioned, assumed the task of engineering the new vehicle for production. Of course, other departments, such as Sales, Service, and Advertising, were also staffed, but in those days I paid no attention to those activities. I, so I decided, was an engineer, an important person, and other jobs were minor (today I think otherwise).

Mr. Babcock sold management that a new plant should be built outside the city limits to avoid heavy taxes. So a large piece of property was purchased on Thompson Road, across the street from Oberdorfer Brass and Aluminum Company, where the majority of aluminum castings were obtained. The new Franklin was to continue Franklin tradition - light weight - and this meant generous use of aluminum. (The site of Joe Babcock's dream is presently occupied by the Carrier Corporation's new plant. The area surrounding it is called Franklin Park. The Franklin name still lives). Unfortunately, I never saw the drawings of the new plant. However, Mr. Babcock described his plans for a single story high production factory. Anything Mr. Babcock told me, I believed, as he knew his business.

Mr. Lay, due to his engineering background, followed Mr. Yarian in his engineering progress, with the result that he suggested many cost saving innovations. Yes, there was professional jealousy apparent at times, but that was to be expected in a young vigorous organization.

Mr. Yarian had joined the H. H. Franklin Company as Truck Engineer, following his resignation as Chief Engineer of the Auburn Automobile Company. So, when road tests on the original 4-cylinder vehicle demonstrated to management its great possibilities, Mr. Yarian was selected to head the Engineering Department of the Small Car Division. Mr. Yarian had vision, endless drive and, at the same time, appreciated the need for low costs.

I joined Mr. Yarian's group on September 6, 1922, driving in from my home town, Elbridge, New York, with my sister Ruth, a young architect. I well recall the thumping of my heart as I announced to Mr. Yarian's secretary that I had arrived. I was told to wait as Mr. Yarian had not yet arrived. But eventually he arrived and immediately outlined in the most direct concise language, my job. He then announced, "I will pay you 58¢ an hour." (So you can see my title of Chief Electrical Engineer was a little inflated). He then concluded by saying, "Follow me."

Mr. Yarian took me down stairs to the experimental shop. He introduced me to Russell Kerry, Dynamometer Engineer; Mike Welch, General Foreman; Matty Gallagher, Chief Mechanic; Joe Barnell, Chief Test Driver; and Al Long, Superintendent. Then we toured the building - yes, toured - as I never imagined that I would work in such a large experimental department. The machine shop had every type of unit. It could make anything, it seemed. Each machine was manned by a mature capable workman. The garage was most complete. Here the experimental units were assembled. When ready, they were taken out for road test.

Next, we inspected the dynamometer room. Its operation was directed by Russell Kerry, a young engineer from Pratt Institute and an extremely capable man.

Following the tour, Mr. Yarian led me to a corner of the garage and announced, "Here is your spot; that desk is yours." (The desk was a small unit nailed to the wall). Then he described my duties something like this:

"Doman, you are in charge of everything electrical. It's up to you to see that every test car is wired properly and each piece of electrical equipment works properly. Furthermore, it is up to you to select for release the best generator, starter, distributor, coil, lamps, horn, wiring, etc. at the least cost." He then concluded, "It's up to you to figure out how to test all the units. Get anything made in the machine shop you need." With that he turned on his heels and went up to his office.

I could write a book on my approach to the job. It was difficult, but everyone helped. Yes, helped to cover up my inexperience and lack of know-how. But this story is about the Model Z, so right here I will close talking about my specific duties.

Very frankly, my association with the development of the Model Z car was limited, so my story here will be based on my memory and the suggestions of John Burns.

John tells me the original Model Z car followed the basic design of the Series 9 Franklin. In other words, it had a separate selective gear transmission located just underneath the floor and connected to the little 4-cylinder engine by universal joints. The engine was 3¼" bore 4" stroke and incorporated Series 9 cylinders, thus giving 132 cubic inch displacement.

I am sure you are asking, how much power? Well, I can only guess and use my slide rule, but the installed output could not have been over 20 h.p. at 2500 r.p.m.

Later, when Mr. Yarian took over, a unit power plant was used, or a design similar to that developed for the Series 10. He was never satisfied with the power and incorporated many innovations which were claimed in later engines to result in a 28 b.h.p., 2500 r.p.m. power plant. Some engines were built with 3-3/8" bore and 4" stroke, giving 160 cubic inches.

Possibly it was from the 160 cubic inch engine that the 28 h.p. was obtained. I can say for sure, however, that the earliest Model Z out-performed the Series 10A just entering production in the fall of 1922.

To be sure, troubles developed. The increased output from each cylinder was accompanied by cooling troubles, cracked cylinders, valve and valve seat troubles, camshaft troubles, valve spring surge, timing chain stretch and wear, and, yes, bearing troubles. Yet Mr. Yarian and Russell Kerry never were licked. As the days passed, I admired them more and more, because I realized we were in a race, a race of two engineering departments - the big one on Geddes Street and our little one on South Salina.

The original Model Z cars used wood frames, full elliptic springs, tubular axles, aluminum shell on wood bodies, and aluminum hoods. But Mr. Yarian's and Bob Lay's studies showed costs to be too high for a thousand dollar car, so attention was directed to a steel frame, forged front axle, stamped rear axle housing, semi-elliptic springs, and steel bodies.

This change in design started great rumors. "Yes, Yarian's 4-cylinder car was heavier than the Series 10A 6-cylinder." "Yarian's car wouldn't perform." "Yarian's car overheated." Yet the comparative runs of the "heavier" Yarian car and the higher cost "true Franklin car" were about the same, but the good ride was definitely sacrificed. Nothing then or in 1956 approached the full elliptic springs for a comfortable ride, accompanied by unusual handling characteristics. Yet cost figures proved that the car could only compete with the new Durant at $1,000 to the customer when built to the lower cost "Yarian" specifications. To me, the final Yarian design was sound and would have sold, but suddenly the entire program was to be stopped.

Where rumors start in 1956 or started in 1922, no one knows, but they do start. For a couple of days the grapevine said that Mr. Yarian was fired, Joe Babcock was to be General Manager, etc. Then Mr. Yarian called me to his office and began immediately by saying, "Doman, this Division is all washed up and is being closed out. You better get yourself a job up at the main Engineering Department on Geddes Street. I am sorry, as you have done a good job. I am fired." He shook my hand and I left his office, never to see him again.

I phoned Serges Vernet, Laboratory Engineer at the Geddes Street Franklin office. I told him that I needed a job. He asked my pay and I told him it was 58¢ an hour. He thought a minute and then said, "Come to work tomorrow, but keep your rate secret, as you are getting 8¢ an hour more than my other boys." I thanked him and told him I would start the next morning.

Looking back on this entire experience, I believe it most valuable, especially from the fact that it forced me, by closing up, to take the regular student engineering course at the main Franklin Plant. I learned in that two-year course, basic engineering and manufacturing facts which have assisted me all my life.

You ask, what has all this to do with Mr. Franklin's reputation as an aristocrat? Simply this - I am sure Mr. Franklin desired to build the Model Z at a production rate of 1000 cars per day and sell it at $1,000 in a 4-door sedan. Furthermore, I think he believed that he could build a quality vehicle worthy of the name Franklin, provided he had sufficient working capital. Therefore, for the lack of adequate capital to pay for a new plant, tooling, equipment, engineering, and work in process, the program was suddenly terminated. Understand, this is my personal belief in 1956, as I resurrect the events of 1922. My estimate of needed capital totals $30,000,000, and that is on the low side. In 1956, $120,000,000 wouldn't do the job.

Yes, I believe Mr. Franklin was sound in his judgment to predict. Yet it is a tragedy that the Model Z never saw the light of day in Joe Babcock's new plant.

January 26, 1956 — — — Carl T. Doman

THE FRANKLIN MODEL Z

STEERING COLUMN, the official publication of the HORSELESS CARRIAGE CLUB of NEVADA, under the editorship of HHFC member S.M. DeBolt, published an editorial on Mr. Franklin that we think is one of the finest and most kindly tributes we have yet seen. We are reprinting it here, in part.

".....Mr. Franklin was a perfectionist who was not at all interested in amassing great wealth or in flooding the automobile market with his product by mass production. Many of the employees who started with him in 1902 remained at their jobs until the factory closed. They were craftsmen to the Nth degree and many were past 75 years of age.

So popular and unique has the FRANKLIN automobile become, that today The H. H. FRANKLIN CLUB, which is dedicated to the restoration and preservation of the FRANKLIN car, numbers several hundred members on its roster. Mr. Franklin was of course a very special Honorary Member of this club, and the Franklin Trek is held annually at Syracuse, New York, which remained his home throughout his life.

WHAT A GREAT Satisfaction it must have been to Mr. Franklin in his last years to realize that the FRANKLIN automobile had achieved a place in the minds of men and will remain there for many, many years to come; yes, no doubt even for centuries. For an article once created and used for many years, then resurrected, restored to its original state, is not like to be discarded a second time.

Mr. Franklin saw the automobile come into existence. He was a mature man, successfully operating a die casting business in Syracuse, N. Y., when he became interested in building a car himself. He saw more than two thousand different makes of automobiles appear and disappear, for one reason or another. He lived to see one of his earliest models, a 1902 four-cylinder transverse motored car, placed in a prominent place in the Smithsonian Institute."

## CAMERA TIPS

I once refused to make a shot for a guy who was displaying two cornlikker jugs with corn cobs in them on his running board.

To sum up my suggestions for improving your pictures I would say to first master the exposures – stick to one shutter speed, probably 1/50th of a second, and vary the lens aperture according to the brightness of the day. Use fast film so that you can stop down to f:22 for average shots. Learn to "freeze" while you click the shutter. Use flash on all cars except open cars with their tops down. Pay more attention to separating the car from the background, and if necessary, take the time to drive it to some spot where you can study the background before you shoot. This time spent before you shoot will help make your pictures better, and eventually you will have an interesting album of shots you will prize for many years.

Take time to study the shots in the various club magazines. Even the modern car magazines are a gold mine of ideas. Motor Trend, Road & Track, and others, have some good shots even tho the backgrounds are usually modern to go with the modern cars. I believe if I were going to shoot a real early car I would either take it out in the country or in a forest preserve where the background would appear ageless. Either that, or I would pose it in front of some pre-1900 home with a real Victorian atmosphere.

One last reminder - until you have learned how to shoot against the sun, always shoot with the sun over your shoulder, and after 10:00 in the morning and before 4:00 in the afternoon, whether you're shooting color or black and white.

I'll be glad to try to answer any questions you might have, or will be glad to criticize any prints sent to me – just include return postage and I'll look them over and return them with my suggestions. Address: 1140 S. Michigan Ave., Chicago 5, Ill.

# AIR COOLED NEWS

PUBLICATION OF

## THE H. H. FRANKLIN CLUB

VOL. IV, No. 1 JULY 1956



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Membership and Editorial Office: Box 535, Cumberland, Maryland


This issue is intended as a memorial to Herbert Henry Franklin. We did not know Mr. Franklin very well but we doubt if he would have wanted a too mournful recognition of his passing.

The existence of the Club, each future issue of this magazine, each annual Trek and each new person who joins with us will be a continuing memorial to Herbert Franklin.

So, we of this Club salute this man whose name it bears and then look forward again to those objectives for which it was founded.

• • •

In only four years this magazine has advanced from a slightly blurry mimeographed first issue to a truly fine club publication that has received plaudits from many sources. In the same length of time the Club membership has grown from a few dozen to four hundred and forty eight by the end of 1955. We cannot resist mentioning that the great British Club was eighteen years in reaching a membership of four hundred and forty nine. So we are doing alright, but we must not be smug in this comparison for all the old car clubs owe a great part of their success to the pioneering of the English before the idea really developed in this country.

This year the fortunes of the Club are in the hands of a new Staff, which is as it should be. Some well earned rest for those who have carried it this far and the injection of new ideas that should insure against the staleness that tends to follow too long management by the same group.

We surely owe our thanks to the group of Advisors and Officers who have brought us this far, especially to Tom Hubbard for developing this magazine. Tom, due to too many business commitments has felt forced to give up the post of Editor. His resignation was not lightly received; he was bombarded with everything from pleas to insults in an effort to get him to continue. We all should have known this campaign was futile, for we did know Tom and therefore knew that he did not mention resignation until he found it impossible to continue. The new Editor accepted the post without too much reluctance for two reasons; the first reason, he now knows, was ignorance for he had never tried that type of job before, the second reason was that he visualized himself weilding a lordly blue pencil while Miles did all the work. Then the boom was lowered, Miles left town for most of the year! So the new Editor is struggling to recover from the shocking realization that he is in for some real work. Be gentle with him. Remember the sign in the old Western saloon, "Don't shoot the piano player, he's doing the best he can."

We were raised in an era when some measure of a gentleman's standing was evidenced by his ability to avoid publicity. He believed his birth, marriage and death were properly matters of public notice. He would not ever refer to the costs of any of his possessions except as necessary in acquiring them or disposing of them. He would have considered selling his name for endorsements as below normal standards of dignity. He believed prestige was somehow concerned with honors and achievement, not with notoriety. Some of this has stuck with us in our thinking.

The widespread interest in automobiles of the so called Classic Group has unfortunately attracted some to its ranks who do poor service to the hobby. Classics are generally a group of fine cars made during a period of revolt against the dullness of existing automobiles. Classics truly belong to a period of excellent cars, technically and aesthetically.

We deplore, and are mildly disgusted by, the type of Classic devotee who somehow manages to believe that he has acquired "prestige" by the ownership of one of these fine cars. He is the type who always manages to mention, with awe, how many thousands his car cost when new, who openly basks in reflected glory if his car was first owned by a person of prominence or great wealth, synonymous to him, and who sums up his stuffiness by snubbing the owners of lesser cars, albeit these lesser cars frequently actually cost their present owners a more impressive figure than the car of the snubber. Offhand it seems a bit amusing to think of "prestige" accruing to the buyer of a second-hand automobile, but perhaps it actually does for the word "prestige" is derived from a Latin word meaning "delusion." Pride in a fine car is understandable and acceptable among gentlemen, snobbishness is not.

Let us hope that our own members keep aloof from the posturings of this small stuffed shirt segment of an otherwise wonderful group of people, the Classic enthusiasts.

• • •

The lack of photographs in this issue is deplorable. We offer no apologies but do offer explanations. Our members, just as the members of other clubs, like to see photographs of their favorite cars appear in these pages. We have certainly tried to gather in these pictures but with great lack of success. We have on file at least a hundred pictures of member's cars, pictures with modern cars in the background, sometimes even in the foreground, some wonderful shots of full clotheslines, a goodly number with one end of the car missing the lens and fully half of them badly focused and badly exposed. We will continue to refuse to publish pictures that do neither the car nor the magazine fair credit. We are printing a picture chosen at random from this collection. If a member recognizes his car we hope he will not be offended, but will realize that he is performing an anonymous service to the Club. We are not going to stop with merely criticising; we have prevailed upon Don McGray, a Nationally known Glidden Tour photographer, to tell us how we can secure acceptable pictures. His article appears in this number. Study Don's article and then get out and start sending us some real pictures. It will lighten our burden.

• • • • •

**THIS IS THE LAST COPY YOU WILL RECEIVE IF YOUR 1956 DUES ARE UNPAID!**

In addition to the dearth of good pictures we seem to have an acute shortage of writers. Certainly among the widely scattered membership there are some who could undertake a bit of research on some phase of the Franklin story. Probably any magazine reflects to a certain extent the tastes of its Editor who may for seemingly unaccountable reasons decide not to print what would seem excellent material to others, and who also may do just the opposite. But the Editor cannot even choose, wisely or unwisely, unless material is offered.

In some future issue we hope to feature the round hood era, a period that spells Franklin to many oldtimers. So far our material is meagre, in both historical text and pictures. Some of you could be a great help on this we are sure. How about it?

* * *

We recently read an article, a right good one too, in one of the popular motor magazines about the marvelous little V W. About half way through this article we came upon a reference to the Franklin, only a few words but the author seemed to feel he had to follow the weary old line so he used the word "stodgy." We do not know this author, we do not know if he is young or old, we do not know if he ever drove a Franklin in its own day, perhaps he did but we are more inclined to think that he did not and had merely served up again that cobwebby canard about an "old man's car." That old myth is as persistent and just as truthful as the newer one that, "the Company offered me a new car and a thousand dollars for it."

We wonder how many designers of other cars thought of Franklin as "stodgy" about the time Carris and Whitman hit New York in 1906. We wonder if the drivers of the Cadillacs, the National and the Simplex were thinking in terms of "stodginess" when Ralph Hamlin led them into Phoenix in 1912. We have always lived in the mountains, when we got our Series 4 in 1914, and that was back when we were young and almost all young bucks raced every car they saw, we spent two happy years without once being beaten in the mountains. Stutz, Packard, they were all alike, we sort of doubt if "stodgy" was the word those other drivers were using! One day, and we definitely mean one, we had the pants trimmed off of us down in the flat country by a FIAT, even that FIAT owner probably wasn't thinking of the "stodginess" of our Series 4 because he flatly refused to try it out with us on the nearest mountain. We wonder just about how many drivers of contemporary cars could honestly relate having beaten a "stodgy" Series 14 if the 14 was actually contesting the issue. We hardly believe the runs made by Baker about that time were generally considered "stodgy."

Well, that may all be, but still everybody knows it really was just an old man's car!

* * *

One of the best of the automobile magazines, ROAD & TRACK, printed an article in their April 1956 issue by Editor John R. Bond on the 1931 Dietrich of Member Maynard Buchanan. This article was exceptionally beautifully illustrated and most intelligently written. It was written in a most friendly vein and contained a reference to the Club for which we offer our appreciation. The mention of the Club follows:

"Like the cars which they champion, The H. H. Franklin Club have grown quietly and steadily, dedicated to the task of placing Franklin in its rightful place alongside the great classic cars of the pre-war era. How successful they have been is shown by the marked increase in the popularity of the marque and by the club's publication 'AIR COOLED NEWS' with editorial offices at 1405 Kleindale Road, Tucson, Arizona."

This Editor appreciates the excellence of this article and the kindly references to this Club but does wish to correct any misconception of our Club's primary purpose which we may have inadvertently given Mr. Bond or anyone else. The HHFC is most certainly *not* dedicated to this purpose. The Club is dedicated, if that be a fair word, to the preservation of Franklin cars, to write Franklin history and to consolidate the burgeoning interest in *one* of this country's fine automobiles. Thank you, Mr. Bond.

* * *

The Club's newest department, which bids fair to turn into one of the most valuable privileges of membership, is the Information Center conducted by Henry Courten. Mr. Courten has set up a department for the clearance of all correspondence except general business, ACN and membership. For the past three years the Club has had the rare good fortune to have Mr. John L. Burns as Technical Advisor, it would be impossible to select a better man. Mr. Burns will conduct a column in ACN and will still be available for direct advice to members. Mr. Courten's department will supplement Mr. Burn's services, particularly in such matters as concern restoration, how to do it and where to buy it. Mr. Courten, in his turn, will have available to his department the knowledge and advice of Mr. John Burns.

It is hoped to develop a good library as the backbone of the Information Center, a Club owned library in the custody of the Secretary, Information Center. We appeal to all members for catalogues, manuals and other data that might further the department's purposes. If you have discovered an easy or efficient way to accomplish any of the many jobs of restoration pass it along to Courten. A very modest fund is under consideration for the use of this department but it would not go far, so if you feel you simply cannot donate desired manuals or other matter then at least offer it at the lowest possible prices. It's your Club; give it a hand.

All matters concerning the Information Center should be addressed to Mr. Henry C. Courten, Secretary, Information Center, 814 Avenue P - 12, Palmdale, California.

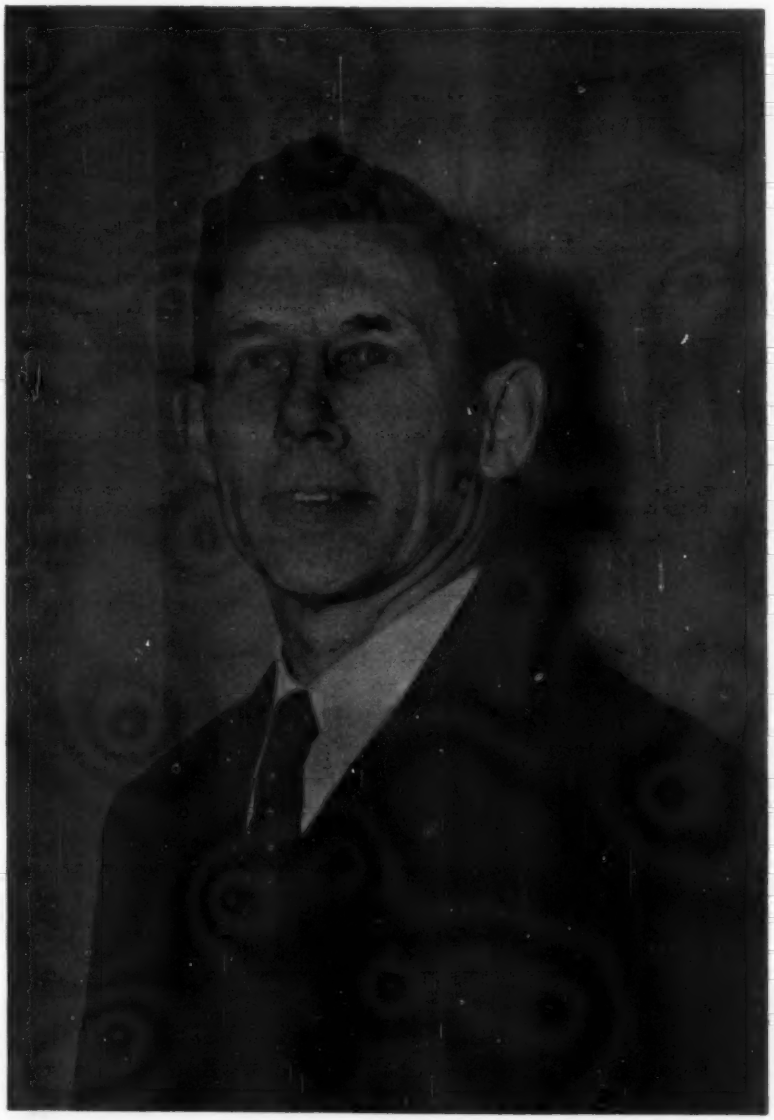
* * *

The last 1955 number of AIR COOLED NEWS was woefully late. There are no apologies. All work on the magazine as well as other Club work performed by members is without any compensation. The delay was beyond the reasonable control of anybody concerned.

While this was unavoidable the Executive Committee desires to make some sort of recompense for the long blank period. They have authorized the distribution of Issue 10, the first 1956 number, to all members who appeared in good standing during 1955 whether or not their 1956 renewals have been received. This year we are publishing the roster in a more conventional form than in the past. We, of course, owe a 1955 roster to all members of that year, so we are publishing it as a 1955 - 1956 roster corrected to press time. The roster will make no distinction as to good standing, some of you who receive this roster will know that you have not renewed your membership; we hope that those of you in this category will promptly send in your 1956 renewal and "make an honest woman of the Editor." If you find a 1956 membership form in your copy of Number 10 you will know that you are not in good standing on the Club rolls and that you will receive no further copies of AIR COOLED NEWS.

We believe that most members will like the more conventional roster we are printing much better than the older form of including it in the pages of the magazine.

There are about seventy-five copies of this roster available for those who might desire an extra copy. Price $0.35 PP.



W. CHAPIN CONDIT, our 1956 President, can be traced back to the Gay Nineties, but he just made the deadline by being born in December 1899.

Chape has given us no details of his small-boy days but knowing him a half century later it is not hard to imagine that he did not pass unnoticed by his Chicago neighbors.

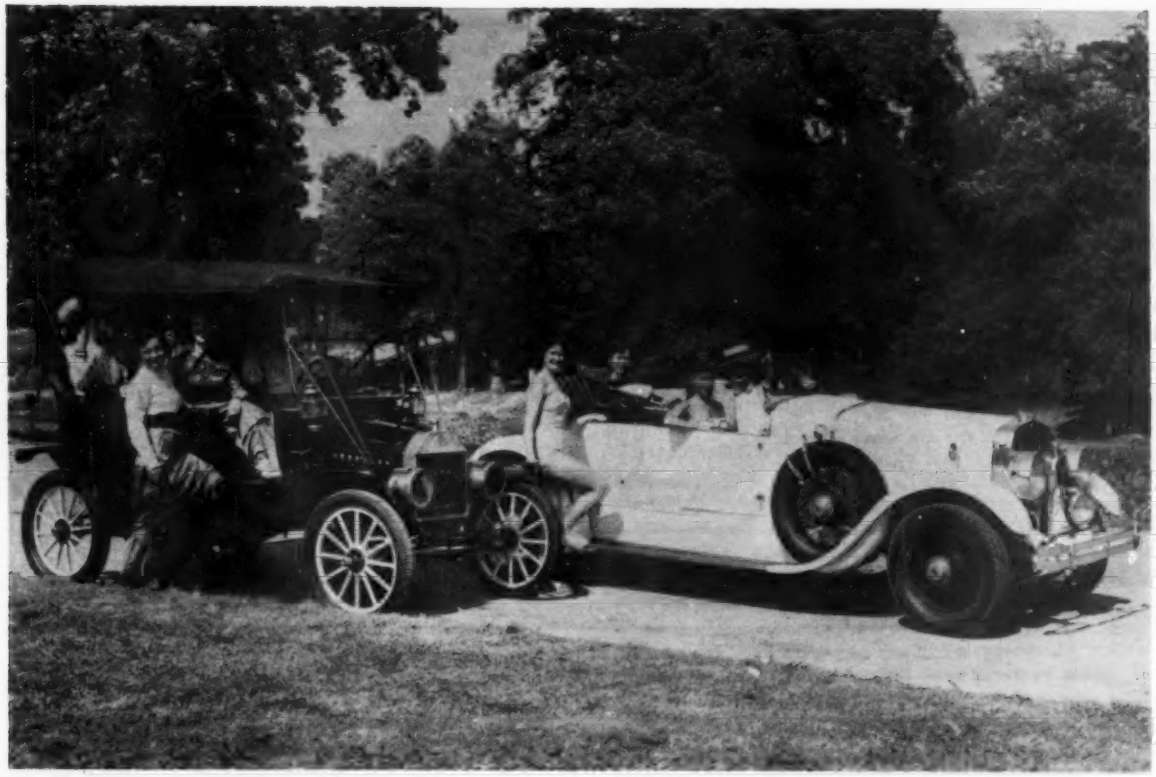
After the usual schooling of the times he attended Cornell and graduated in Chemical Engineering in 1922. For a year or two he stayed on at Cornell as an instructor then went up into New Hampshire for three or four years as a chemist with a paper mill. His early devotion to automobiles finally ruled out the paper business and brought him to Syracuse where he started to work in the Engineering Department of Franklin. At Franklin, Chape states, "I had the rare good fortune to work directly for Carl Doman and John Burns."

His experience at Franklin working on carburation and lubrication led him into the Petroleum Industry, first with Standard Oil Development Company for three years and then on to Sun Oil Company in 1931 as an automotive engineer. This year rounds out a quarter of a century of service to Sun. Our congratulations to the Sun Oil Company.

Chape was married in 1936 to Marian Kirch, also a Cornellian. They now have two boys, Bill 14 and Douglas 10. The family hobbies cover boats, cars and mountain climbing and Chape admits reluctantly that the rest of the family sort of prefer the mountain climbing. We share his hope that his Presidency of HHFC will tend to bring them closer to the true faith.

This Club is fortunate to have as its 1956 President a man with the experience, attainments and enthusiasm of Chapin Condit.

Upper left, Oscar Springer's 1930 chassis, see
1928 Boattail Speedster. The Ford 1910
Left, Paul Driscoll's 1933 four door sedan. Low
purchased new by Warren Weiant.

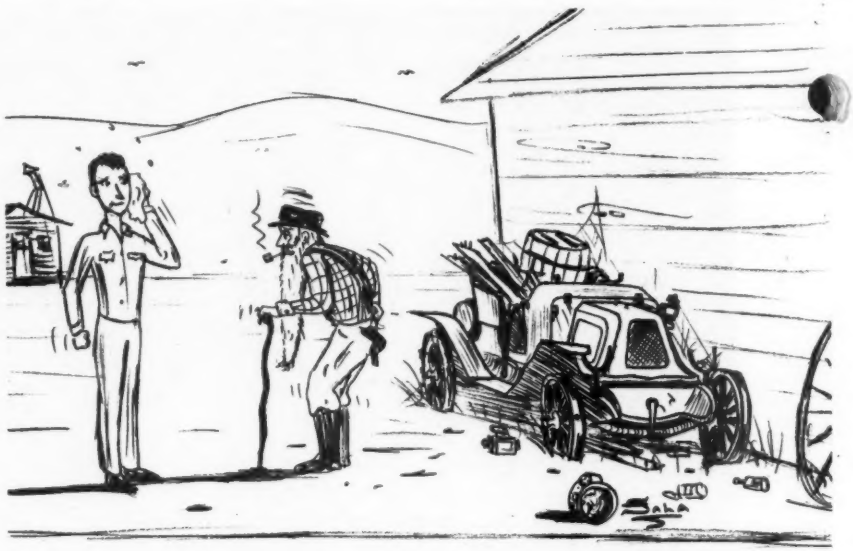


is, see Page 14. Upper right, Frank Brill's
1910 an unusual four door body. Lower
n. Lower right, this 1927 Victoria Coupe was

ACN for May 1955 carried a picture and a few words about a Franklin Speedster built by Member Oscar Springer. Many of us saw this car during the last Trek. Mr. Springer has sent us this fine picture of still another revamped Franklin. This practically stripped chassis was the means of rescuing a good Franklin that would otherwise have been junked; it is an idea that might well be applied to other seemingly hopeless cases. For the record, this car just as you see it, took a prize in its class at the Autorama in Hartford, Connecticut this Spring!

Mr. Springer describes it briefly; "The chassis was a 1930 Convertible Coupe, six wire wheels. The body was beyond restoration, so rather than junk it we removed the body, steam cleaned the chassis, checked over the motor, transmission, brakes and rear end. We than painted the frame red on the inside and black on the outside. We built a floor for the front and one for the two spares on the rear. We used the six wood wheels from the Speedster you saw last year. The car rides and handles very well. One of my friends may drive it to the Trek this year."

"NOPE, IT AIN'T FOR SALE——I'M GONNA FIX IT UP, SOMEDAY!"



Drawn specially for ACN by Mr. Vincent Sala of the HHC of Nevada.

## THE GLIDDEN TOUR

The 1955 Glidden Tour into Canada had the largest entry of Franklins of any Tour so far. We had nine Franklins make the trip as well as fifteen other cars driven by our members; a pretty good representation for the Club! One of the interesting cars on the Glidden was Oscar Springer's "Franklin Sportiff," which appeared in the May 1955 issue of ACN. Oscar, a member of AACA as well as HHFC, was Jerry Duryea's representative at the Trek and accepted our award for the AACA.

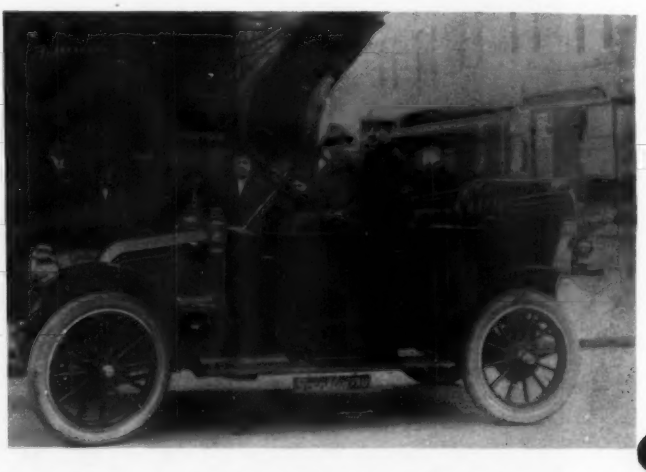
At the Tour Dinner HHFC member Bill Swigart* as Vice President of the AACA awarded Mackey Rodgers First Place in the Franklin Class, the Amick 1912 taking a special award. The HHFC award went to the beautiful Cloverleaf of the Nelson Reynolds. Our President was asked to make the presentation of this trophy.

From the very beginning of planning for the Trek and the Glidden we received unprecedented cooperation from Tour Director Jerry Duryea and the top AACA brass. In our smaller way we tried to reciprocate.

This year's Tour, to be managed by the VMCCA, will be at French Lick Springs, Indiana. We would urge any of the HHFC members who have never gone on the Glidden to plan now for this one, those who have attended past Tours are probably already figuring on it. It should be an especially pleasant Tour as we will all be based at one hotel for a full week without repacking, daily circle tours will be made. There will again be an HHFC award to the best air cooler. We are sure our friends the VMCCA will greet us as hospitably as did the AACA last year.

* Now President, AACA.

Mr. Albert Glisan in a 1906 Model G near Cumberland, Maryland.



Mr. John Burns at the wheel of a 1911 Model M in Atlanta, Ga.

# THE BUCHMANIZED CROSS ENGINE

Almost everybody in antique car circles knows George Green of Lambertville. When George Green gets through tuning up a curved dash Olds it performs like Ransome Olds never dreamed. Mr. Green's methods are sort of an open secret but it still seems to take his touch to bring out the best.

The Franklin cross engine has its own maestro in Earl Buchman of Ohio. Earl Buchman and George Green are good friends, they are both students and both are perfectionists, they are both fine workmen, and fortunately, both are patiently helpful to those of us who are less gifted. Both, by the way, are HHFC members.

Franklin advertising in 1905 claims that the cross engine light tonneau can reach a top speed of 30 miles per hour; after "Buchmanizing" the writer's 1905 has been clocked at 42 MPH! Are you interested?

Mr. Buchman has graciously permitted us to publish his methods for the benefit of our members and has verified the technical accuracy of this article.

In our own struggles toward tuning up our 1905 we finally decided that the automatic auxiliary exhaust valves were leaking back and polluting the mixture. This belief was strengthened when we observed the performance of another 1905 whose owner had blocked off these exhausts because one of the assemblies was missing. To stave off controversy, please remember that Franklin in the following year replaced these simple check valves with a positive cam operated poppet valve which, no doubt, was free from the ills of the original type.

We talked over our thoughts with Mr. Buchman during the first Trek. He then told us about his methods and eventually made the changes on our motor for us.

The process includes reboring the cylinders and fitting aluminum pistons with modern rings. The pistons used were 1954 Plymouth pistons fitted with Perfect Circle rings, the top ring being omitted. It is necessary to face off the piston bosses as the small end of the 1905 rod is wider than the Plymouth rod. The original bushing may be reamed to fit the new pins. At this time it might be well to have Federal-Mogul spin new bearings in the big ends. The new pins are retained by snap rings. These pistons *do not change* compression ratios.

In the original setup the connecting rod bolts are saftied by a heavy plate that fits over the hex ends of the bolts and in turn is secured by a cotter through a dowel stud in the bearing cap. Mr. Buchman saws off this dowel and bores through the bearing, he then fits short dip tubes cut at an angle of 45 degrees in the direction of rotation. The original safety plate goes on as before but is now held by cotters through the bolt heads themselves. This small alteration gives considerably improved bearing and wall lubrication.

Boring individual cylinders requires a special jig such as the one illustrated. This jig is bolted to the end of a lathe bed and can then be used with the ordinary portable boring rig. Being one piece the cylinder is, of course, bolted upside down to the jig and bored from the bottom.

The major change is in the camshaft. Mr. Buchman leaves the intake cams unchanged. He eliminates the action of the auxiliaries by simply blocking them off with a solid plate between the valve housing and the side of the cylinder. It is unnecessary to remove the balls as they do not seem to make any noticeable noise. In the original design the mechanically operated exhaust valves opened at bottom center and closed at top center, only 180 degrees in all, the auxiliaries, opening near the bottom of the stroke by the uncovering of the port, provided considerably more escape for exhaust gases. By eliminating these auxiliaries it becomes necessary to compensate by increasing the opening of the main exhaust valves.

He then builds up the exhaust cams by brazing a strip of steel to the face of the cams and grinds them down to the contour shown in the drawing. This cam is so designed that with a tapped clearance of about .030, plus or minus, the exhaust will start to open about two thirds of the way down on the power stroke and will fully close around 2 to 2½ inches after top center. Of course the original Franklin instructions on setting the camshaft is ignored. It is set so that the exhaust fully closes 2 to 2½ inches after top center and the intake will start to open about ½ to 1 inch after top center.

The camshaft may be easily reset by following these steps closely:

1, On Number 1 cylinder set both tappets at 0.020". 2. Make a mark on flywheel 1½" to left of 1 - 4 center line on rim of flywheel. 3. Slip flywheel onto shaft just far enough to engage with cam gear and then turn clockwise until intake valve just starts to open (mark this point on rim), then continue until exhaust valve just closes (mark this point on rim), now make a third mark midway between these two, move flywheel to bring this midway mark to center line mark on cylinder, now disengage flywheel without disturbing cam gear. 4. Now turn flywheel so that 1½" mark is at center line mark on cylinder and then re-engage flywheel. 5. Now adjust tappets as necessary so as to have an intake opening at about 3/4" After Center and an exhaust closing at about 2½" After Center.

The exhaust valve guide is ground off about 1/8" so that the increased opening may not be interferred with. Intake lift is 1/4" (unchanged) and the exhaust lift is increased to 3/8" after the alteration to the exhaust cams.

Mr. Buchman also bushes the cylinders to take 14mm motorcycle plugs, counterboring slightly to permit the points of the plug to enter the cylinder to the same depth as before. He finds that these plugs will withstand high temperatures better than currently available 1/2" plugs.

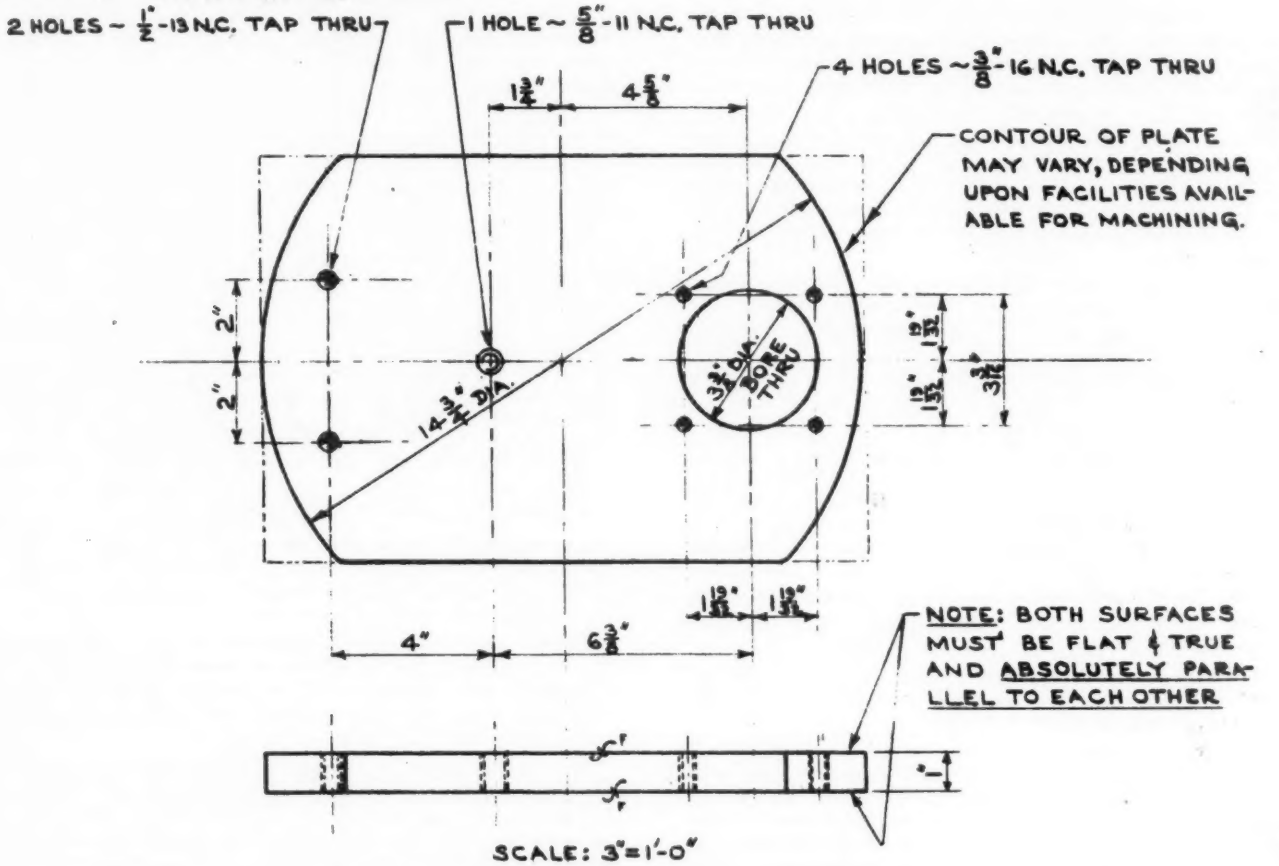
This change over is designed to secure better all around breathing and the radically increased scavanging cycle results in increased power and definitely improved cooling. The car is appreciably faster, has more power, idles much better, has improved acceleration and certainly runs cooler, it also cures the characteristic tendency to smoke rather badly.

While the engine is dismantled for camshaft modification another well worth while modification should be made. On this engine the flywheel is held on the straight end of the crankshaft with Gibbs keys, a simple driven type of key, unfortunately these will loosen in time and present considerable problems in maintaining tightness.

Mr. Buchman makes up a tapered steel sleeve about 2 1/16" long, about 1/16" thick at the thin end and about 1/8" thick at the butt end and slotted full length to a width of about 11/32", the ID of this sleeve should be just a light push fit on the crankshaft (about 1 1/4"). The flywheel hub is then taper bored to fit the OD of this sleeve. Sleeve must project slightly at the big end and must be slightly short at the small end to enable it to squeeze down. The end of crankshaft is threaded to take a nut and washer, the nut must be so made that the existing notches of the crank are duplicated on the face of the nut. The Gibbs keys are eliminated and a simple straight key (one) is substituted. The shaft end may be threaded without removing the crankshaft by mounting the complete crankcase in the lathe, driving the shaft with a dog on the transmission end.

While the full process used by Mr. Buchman is only applicable to the 1905 model engine, other parts of the work can apply elsewhere. The flywheel modification will apply to any year cross engine and will probably also solve the same problem on some other makes of early engines. The technique described for boring cylinders will apply to any year Franklin and should be usable with necessary modifications in detail to almost any engine using individually cast cylinders.

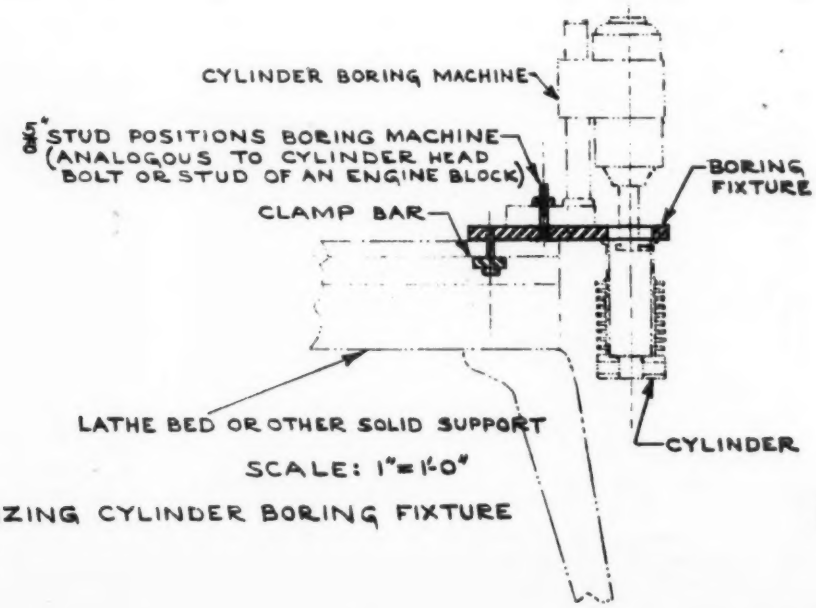
New valve springs will appreciably improve performance on the 1905. The Club Information Center can give you a source of these springs.


2 HOLES ~ 1/2"-13 N.C. TAP THRU
1 HOLE ~ 5/8"-11 N.C. TAP THRU
4 HOLES ~ 3/8"-16 N.C. TAP THRU
1 3/4"
4 5/8"
CONTOUR OF PLATE MAY VARY, DEPENDING UPON FACILITIES AVAILABLE FOR MACHINING.
2"
2"
14 3/4" DIA.
3 1/2" DIA. BORE THRU
4"
6 3/8"
NOTE: BOTH SURFACES MUST BE FLAT & TRUE AND ABSOLUTELY PARALLEL TO EACH OTHER

SCALE: 3"=1'-0"

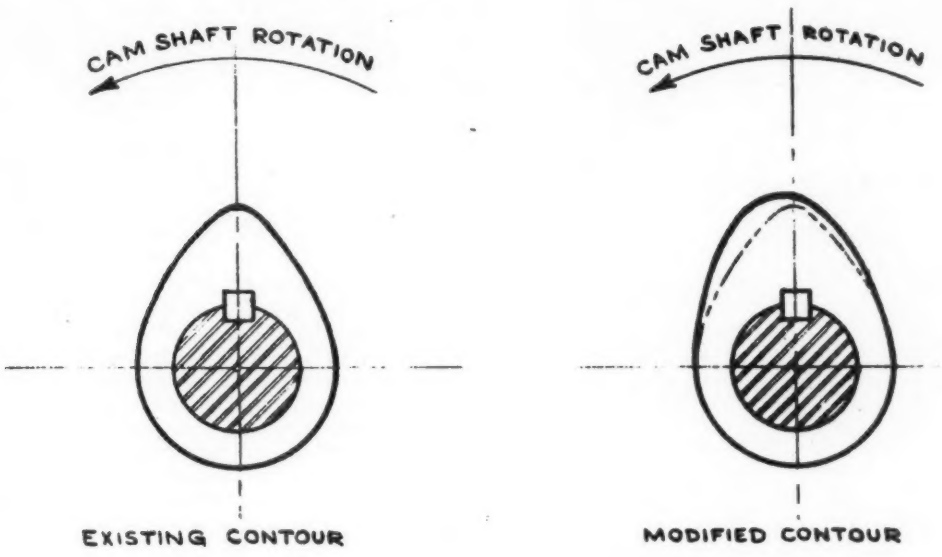
*Franklin* CYLINDER BORING FIXTURE

DIMENSIONS SHOWN ARE FOR "CROSS ENGINE" *Franklin* 1902-1905
DIMENSIONS MAY BE ALTERED TO SUIT OTHER MODELS

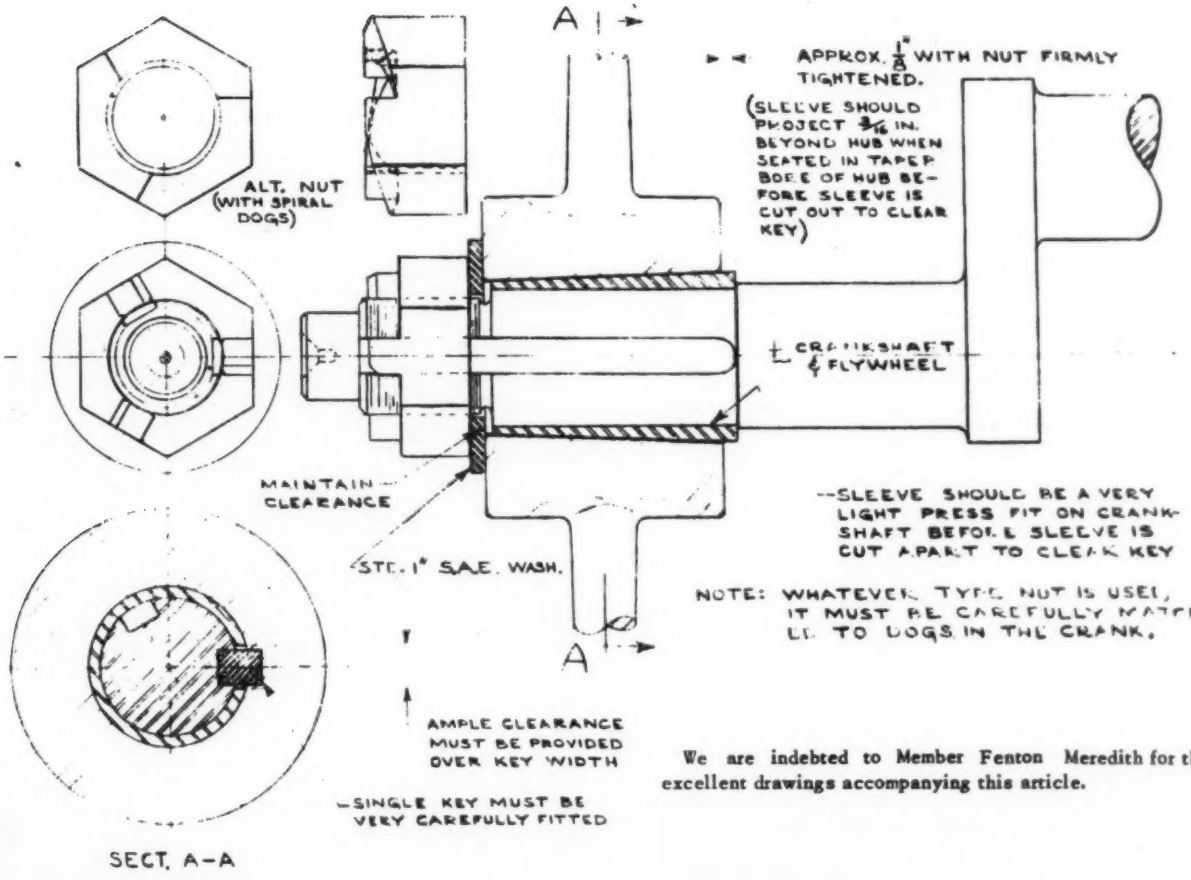

CYLINDER BORING MACHINE
STUD POSITIONS BORING MACHINE (ANALOGOUS TO CYLINDER HEAD BOLT OR STUD OF AN ENGINE BLOCK)
BORING FIXTURE
CLAMP BAR
LATHE BED OR OTHER SOLID SUPPORT
CYLINDER

SCALE: 1"=1'-0"

METHOD OF UTILIZING CYLINDER BORING FIXTURE




CAMS SHOWN ACTUAL SIZE


A
APPROX. 1/8" WITH NUT FIRMLY TIGHTENED.
(SLEEVE SHOULD PROJECT 3/16 IN. BEYOND HUB WHEN SEATED IN TAPER BORE OF HUB BEFORE SLEEVE IS CUT OUT TO CLEAR KEY)
ALT. NUT (WITH SPIRAL DOGS)
℄ CRANKSHAFT & FLYWHEEL
MAINTAIN CLEARANCE
--SLEEVE SHOULD BE A VERY LIGHT PRESS FIT ON CRANKSHAFT BEFORE SLEEVE IS CUT APART TO CLEAR KEY
STD. 1" S.A.E. WASH.
NOTE: WHATEVER TYPE NUT IS USED, IT MUST BE CAREFULLY MATCHED TO DOGS IN THE CRANK.
A
AMPLE CLEARANCE MUST BE PROVIDED OVER KEY WIDTH
--SINGLE KEY MUST BE VERY CAREFULLY FITTED
SECT. A-A

We are indebted to Member Fenton Meredith for the excellent drawings accompanying this article.

## JOHN BURNS COLUMN

There has been a heavy demand for the return of the John Burns Column. If it is to be successful it will require your cooperation. John Burns has been called one of the greatest of automotive diagnosticians. He will undertake to answer questions on mechanical problems for our members but requests that a stamped and addressed return envelope be included with the questions. The Editor further requests that you make a copy of your question and of Mr. Burn's reply and forward it promptly to the Editorial office for the use of this column. This trifling effort is small pay indeed for the information you are receiving. It is asking too much of Mr. Burns to expect him to furnish these copies, and he has not done so in the past.

Included in this column will be information on allied subjects furnished by other members and appearing over their name. The column, for reasons mentioned above, starts off this time without much of Mr. Burn's correspondence. This can be one of ACN's best features, it is up to you!

Problems may be mailed to Mr. John L. Burns, 225 Reed Street, Syracuse, New York.

* * *

B. Valiton, Fitchburg, Massachusetts, asks if sleeves may be fitted in cracked Franklin cylinders:

Answer by Mr. Burns:

"Regardless of what year it is I do not believe one could repair a cracked cylinder. Years ago we encountered cracks where the spark plug hole let go; they were always replaced with a good one. If a cylinder cracked down for any distance it would defeat the process of shrinking in a liner because it would lose its force for keeping a liner tight. But I wouldn't say that an arc welder that went up into a cylinder around the spark plug hole (Vertical fin cylinder), after preparing length of crack with a V, couldn't do a job, provided it was of short duration, i.e., length of crack. Then regrinding the bore (at least through the spot repaired). A series 14 - 15 - 16 iron cylinder might be fixed (arc welding) if crack was not full length - try it."

* * *

The Editor refitted his 1912 D with aluminum pistons designed by Mr. Burns. He reported to Mr. Burns that the engine was pretty stiff and received the following tip. In the case of the D the pistons took care of themselves nicely and no special methods were necessary but this information may prove of value to others:

".....There is a way to free up a motor with tight clearance pistons if they are slotted. It takes a person with experience to do it. Put a lot of oil in gasoline tank, say a quart. Now get motor warmed up normally and select a road that has no stiff hills (Mr. Burns has forgotten this territory! Ed.). When a motor gets hot it smells hot, O.K. Open up motor to say 35 MPH and listen to it by letting off the throttle and car slowing down then giving it the throttle, if it doesn't ping hard it is OK. Then drive it a lot faster until you have got it good and warm. In other words get it *hot* without *setting it* up, a matter of ten to 15 miles. When you feel it is good and hot pull off the road, shut it off and let it cool off, good and cool. What happens is that by getting the aluminum pistons loaded with heat they expand plenty and approach the cylinder bore, then they start to get forced *in* a bit to increase the clearance *where needed.* If it improves it, repeat several times. John B."

* * *

NOTE: Information Center has just received some information on availability of 6.00/6.50 x 19 tires.

* * *

. This is printed as an example of the dozens of unusable pictures sent to us. The person who chose this print from among the many for reproduction does not know the name of the owner. No doubt the owner will recognize it. We hope that he, or she, will send us a really fine portrait of this car so that we can later show justice to a fine Franklin.

# CAMERA TIPS

by Don McCray

It's easy to make better pictures. Almost anyone can do it, but the majority of snapshot artists rarely blame themselves for mediocre shots. They always seem to feel that the camera is to blame, or the light wasn't very good, or there were too many yokels in the way.

If you would like to have better pictures of your car, then you must follow a few simple basic rules. To start with, let's consider equipment.

It's not necessary to have an expensive camera with an expensive lens. Most amateurs who feel they must have a super-fast lens soon find they never use it at its full speed. First, as to size of film, I think the best all-around size is a 2¼ x 3¼ roll film camera. The next larger size is 3¼ x 4¼, and then the 4 x 5, which is really used more by professionals then amateurs. The larger the film size, the more expensive each shot will be for both film and finishing. The 2¼ x 3¼ size is commonly known as 620, and this size film can also be used in cameras which make square 2¼ pictures as well as one half this size, 1 5/8 x 2¼. This last size was formerly called half-vest pocket size, but is much too small for our purposes.

I would never consider a 35mm camera for black and white shots. I know the costs per shot are much less than a larger camera, but it is almost impossible to get a decent enlargement from such a small film.

Your camera for black and white shots need not be expensive. You can find many used folding type cameras in camera shops for less than $25 which will make good pictures. With the fast films available today a fast lens is not needed. I make almost all my black and white shots at f:16 to f:22 at 1/50th to 1/100th of a second on Tri-X film. When you do not use a tripod, never shoot less than 1/50th of a second as you are apt to get fuzzy pictures due to camera movement. To avoid this, try to brace the camera against your cheek, and hold your breath while you click the shutter. Many years ago I used to use a tripod for every shot, but now I shoot faster with the fast films and can get a sharp picture just holding the camera in my hands. If there is time to use it, and I am anxious to make big enlargements of a certain shot, then I would use a tripod, and I would focus on the ground glass for absolute sharpness. The camera I have used for years is a Burke & James Press camera, 4 x 5, with an f:4.5 lens. It is much lighter than a Speed-Graphic which is used by most newspaper photogs. They need the focal plane shutter because they make so many action shots.

There is one other gadget which will make your camera more useful, and that is a flash attachment. With it you can also make interior shots. I always use flash outdoors, even in bright sunlight. I find that it keeps the shadows open more, and I would never shoot an antique car with the top up and passengers in the car without flash. At the average distance of about 20 feet, a peanut size flash bulb is just about right. It keeps the under side of fenders from getting too black, and throws enough light into the car so you can recognize the people.

The best engine shots, made with the hood up, are possible on an over-cast day with no direct sunlight hitting the engine. Here a peanut bulb flash will bring out details well. Even if you have a chance to remove the hood completely, make this kind of a shot on an over-cast day, not in direct sunlight, or take it in the shadow of a building as the sun usually dazzles the polished metal.

Most camera shops have Eastman's book — How to Make Good Pictures — and it is a good investment for all who want to improve their pictures. It costs about $2. Some of the tips in this book apply to all kinds of photography, but mainly you will find it a good guide for proper exposure and lighting.

Now comes the most important part of all. That is the improving your ability to "see" a picture before you shoot it. A lot of this comes from experience, but for a starter, I'd like to remind you that the camera doesn't think, that's up to you. The one simple law of optics that most snapshooters seem to ignore is that the camera sees everything all at once. With our own two eyes we can only see one thing at a time. Look at any picture and concentrate on how your eyes shift from one thing to another. I could go into great detail on this subject as I have made quite a study of it.

The most important quality in a picture is that the subject, in this case the car, stands out well against the background. This can be done easily by posing the car against a background of contrasting tone. A white car looks best against a gray or dark background, and a black or dark car looks better against a light background. Where the contrast between the car and the background can not be controlled, the other way to gain proper separation is to keep the car out in the open as much as possible. The simpler the background the more the car will stand out. Many shots are spoiled because the car is too close to a fence, a building, or to trees. Put as much distance as you can between the car and any distracting background and you will be pleased with the way the car will stand out. If you cannot find any suitable backgrounds around your house, take the car to a near-by park or out in the country and look for locations where it will be possible to shoot from several angles without having any background interference close to the car. Unless you are after a special close-up of some kind, always be sure to include the entire car. To me, a car shot with the front and rear wheels chopped off is like a shot of a friend with his head lopped off.

For a complete picture record of a car, shoot both sides, front, and rear, as well as ¾ front views, and always include the complete car. If you have to show a car in only one shot, then the standard ¾ front view will show both the front and the side of the car. Don't shoot every car from the same angle. Some have more interesting fronts than others. If so, include more of the front. Some body designs are more interesting when shown in almost a flat side view. When in doubt, always make more than one shot so that you can make a selection from your prints.

When making shots during a restoration job, the background problem is very important. If you are shooting small parts, lay them out on veneer board, large sheets of wrapping paper, or even your wife's best bed sheets. She won't mind. These can be shot out in front of the garage, but not in direct sunlight. When it is possible, and your chassis has wheels, roll it out on a spacious concrete or white crushed stone driveway and shoot down on it from a higher than normal position. Use a step ladder, so you can see down into the chassis to show the transmission, etc.

When I shot Cameron Peck's collection I made up a special plain light gray background about 14 feet high and 30 feet long, and I was able to place all the cars against this and with plenty of lights I made them all stand out well.

The secret in making a car stand out against a confusing background is merely to get enough distance between the car and the background. I may seem to be emphasizing this too much, but it's only because I have seen so many shots spoiled because there was too much distraction between the car and the background. You must remember that most club members are much more interested in the car than they are in Uncle Louis or Aunt Minnie.

This brings up another angle. Passengers in the car shouldn't look straight at the camera. It might be much more interesting if the driver is cranking the car, or polishing the brass, or pouring water in the radiator. Okay, there still are some antiques around that use water! There is one thing I can't savvy, and that is using pre-dated costumes on a middle aged car. Of course, we do have a few clowns around once in a while who pre-date their car a few years or so, but I am referring to the ones who don an 1890 costume to ride in a 1920 car. The boys in England have the right idea — dusters, caps, and goggles are costume enough. Anything else more gaudy detracts from the car, and I think they're right.

# 8,332 MILE TRIP IN A 1932 FRANKLIN

By Ethel M. Eddy

August 22, 1945 and we are on our way to San Francisco. To begin with, I would like to tell you how this trip came about and if we had had time to think about it, we probably wouldn't have gone.

Our Daughter, Evelyn, received a wire from her husband, Wayne, who was at that time an Ensign in the Navy, that his ship would be in San Francisco in ten days and did we think it possible for the three of us to get to San Francisco in time so that he might have a few days with Evelyn. Naturally if we were to go at all we would have to go right away. It took us just one hour to make up our minds. It was almost closing time at the bank when we arrived to draw out all the money we had. Next came loading the car and little house trailer.

Frankie – as we have always lovingly called this particular Franklin – was thirteen years old at the time of this trip. He was the third Franklin we had owned. But this one we loved and will always remember. And I believe you will agree with us when you have finished with this story.

As the tires were quite worn and it was almost impossible to buy them, Jim had seven spares, none of them much good, that he managed to tie on or place somewhere on the car. Next came the Franklin parts and he practically had enough to build another car. The trailer was loaded with canned goods of all kinds including lots and lots of fruit juices. As we get along in this story you will learn how much we appreciated the fruit juices when getting water was quite an ordeal.

I for one didn't worry about Frankie, I knew all he had to do was groan a couple of times and Jim would know just what to do. If something went wrong on the road, Jim would perform an operation on Frankie and it usually seemed that in a few minutes Frankie was purring like a lion, I was going to say kitten but he was too noisy for that. Jim could take Frankie all apart and put him together again. Believe me, before this trip was over I was sincerely thinking of bestowing the title of Doctor of Franklin Motors on him – D.F.M. – or something like that. In the little time we alloted ourselves to get ready for this long and maybe hard journey, we had finally got the trailer and car well loaded and the three of us and our little puppy "Peter" were ready to start.

It was 7:45 when we left home and I was sorry to say the first day wasn't too good. We were loaded down so, I don't know how we ever got out of our driveway. However, we did and pretty soon we were heading towards Greenfield, Massachusetts.

I never get car sick, but I did this time; I felt terrible and Jim had to stop and let me get out every little while. It was just nervous tension, but it was very annoying while it lasted.

By the end of the day everything was fine and we were parked for the night in Fonda, New York; the only drawback here was we were too near the railroad, which was very noisy and poor "Peter" was very frightened. We didn't sleep much either.

The second day was much better and we enjoyed every minute of it; we ended this day just outside Erie, Pennsylvania, traveling 328 miles for the day.

The third day was a good one, too. Frankie performed beautifully, traveling along like a Major and very proud. We did 346 miles this day going through Cleveland, Ohio, and Auburn, Indiana. We saw the huge Pratt and Whitney Plant and the Heinz 57 varieties. We parked in a gas station for the night.

The next day was a very happy one for us; we were all organized, everybody felt good including Frankie and we rolled right along enjoying the scenery. We put up this night at a gas station just outside Iowa City and up to now we were doing more mileage per day than we dared hope for considering the heavy load. We went to sleep looking forward to the thrills of of the next day.

By 7:30 next morning we are riding merrily along. This is our fourth day on the road and 11:30 a.m. we were in Des Moines, Iowa. We crossed another toll bridge and at 5:00 p.m. we were in Nebraska. Then the thrill came. We entered the Gateway To The West. We put up tonight at 7:40 p.m., at an overnight camp in Shelbe, Nebraska. Every night before I went to sleep, I prayed my thanks for the opportunity of this wonderful trip and for Frankie and his cooperation and for giving me such a talented husband.

We got an early start the next morning, we were on the road by 6:00 a.m. We felt fine but Frankie didn't seem to feel so good but it didn't take Jim long to find the trouble and we succeeded in getting to the top of "Summit Tavern," the highest point on the Lincoln Highway, elevation 6,075 feet. We stayed over night in Sydney, Nebraska.

Tuesday, August 28th – we are now counting the days and so far we are doing all right, or I suppose I should say we think so, although we got a very late start this morning. Jim helped a man fix a flat tire and it was 8:30 before we got rolling. 10:30 a.m. we entered Wyoming. It was the most barren country we had ever seen. We traveled for miles without seeing a living thing, not even a tree. It wasn't long before we were in Cheyenne. We didn't know it and it was just as well but Frankie was in for some stiff climbing. We had Pole Mountain to climb, elevation 8,835 feet. We didn't need to worry, Frankie didn't. What few trailers that were trying to get to the top, Frankie chugged right by them and we had hot coffee waiting for them when they finally got to the top and shut off their motors so they would cool. I confess I didn't like going down with a heavy load on behind. Our trailer is small but it was heavy on this trip and no brakes on the trailer. However, it didn't seem to make any difference, we went down as we went up – with no trouble.

We put up at 8:00 p.m. in Table Rock, Wyoming, doing 355 for the day.

**Members**

**James F. and Ethel M. Eddy**

Wednesday – August 29th – This was the most interesting day yet. We had been riding through the waste lands for sometime and at last we could see some life. We passed Salt Wells and our next stop was Rocks Springs.

For what seemed like a long time we went around the Rocky Mountains, the rocks look like castles and buildings.

We visited the Fort Bridger Museum in Wyoming. We saw the Pony Express Headquarters and the Fort where the people had to fight the Indians. Uncle Jack Robertson was the first white man to live here. He died in 1800.

This is a very interesting place. They have one of the huge covered wagons that brought the pioneers across the plains. The people must have lived in fear and dread most of the time. There are little holes all over the buildings to shoot from. One of the original houses is still standing.

Six miles east of Evanston we hit the worst road of the whole trip. As we rode along we met a lady in distress and Jim fixed her car so she was able to continue on. She was a Chaplain's wife and was on her way to California with her four children to join her husband. This lady had zoomed by us several times the day before and I can't write down here what Jim called her as she went by like a streak. She was in a hurry, that's all.

1:30 p.m. and we are crossing the border into Utah and we are 80 miles from Salt Lake City. We passed Echo Dam and rode on through the Canyon. I don't mind saying here that we felt awfully hemmed in, mountains on all sides of us.

It is now 4:00 o'clock and we are in Salt Lake City. It is terribly hot here and I am as red as a lobster. We rode around the city, did some shopping and viewed the scenery generally. I had always wanted to see this city. Now comes our first experience with the desert. We were on our way to Reno, Nevada. We put up for the night in Wendover, Nevada, doing 375 miles (no complaints), all is well.

Thursday – August 30th – 6:10 a.m. and we are rolling along. It isn't long before we have a mountain to climb, elevation 6,980. No trouble at all, and then down we go. On the way down we find a place where we can pull off the road. We cooked breakfast, washed the dishes and made ourselves a little more presentable and at 8:05 a.m. we were on our way again. We had to pull into Wells, Nevada, and get a new battery. 10:30 a.m. and we were traveling right along. As we rode along a coyote crossed the road just ahead of us. He was a handsome fellow. Some of the mountains we climbed today had tunnels built right through them. The climbing today is indescribable as far as I am concerned, words fail me. Mountains on each side of us. It gets very hot. This last climb was 6,121 feet. After today what do you think of our Frankie? Isn't he wonderful? We were climbing all day except when we had to come down. We visited a museum here that had all live animals. I think we would have called it a zoo. It was very interesting. We made a stop at Battle Mountain and had a nice malted milk.

At last we were in Reno and had a hard time finding a place to park. Finally a nice gas station let us park. It was terribly crowded here and people were sleeping in cars and on the ground or anyplace where they could squeeze in. We have always been very lucky, everybody is nice to us. We met some wonderful people on this trip as well as all the other trips we have made in the last 29 years of travel.

Friday – August 31st – This is the day and are we excited, only 239 miles to San Francisco and Wayne.

Reno is a very crowded little place and most of the buildings have flat roofs. We think we have made wonderful time. We traveled 405 miles yesterday and we will arrive in San Francisco two days ahead of schedule. We entered California 7:00 a.m. and did we feel good! We knew now that we were ending this part of our journey.

We climbed Donner Summit, elevation 7,135 feet. The train tracks are all covered in, going around this mountain. Going down the scenery was beautiful, in fact, we were going down for hours. Now we have been seeing trees and flowers and grass and believe you me we never did appreciate these things enough before. But ever since we made this trip I can't see a tree or flowers or green grass without thinking how beautiful they are. We saw our first Palm tree, Fruit trees of all kinds and flowers and after all the desolate country we had been over, this was like Fairyland. It was very hot. I wonder how we stood it but we did and at last we were in San Francisco and looking for a place to park as usual.

We had now traveled about 3,300 miles, and our Franklin had a blown out cylinder gasket which Jim fixed in no time flat and we had to buy a battery. Other than that, no trouble at all. So all you Franklin lovers, take heed, go Franklin, he will get you there.

Saturday– –September 2nd – We have been in San Francisco for two days. Evelyn and Wayne stayed at a Hotel and Jim and I put up in a Trailer Camp in El Cerrito. I will always remember the thrill of riding over the Bay Bridge which was said to be eight miles long and the Golden Gate Bridge – seven miles long.

San Francisco was very crowded at this time what with war going on, the place was filled with Navy men and war workers. We had to stay in a trailer park that was so crowded we couldn't open our trailer door all the way without bumping the trailer next to us. But there was so much to see and so little time to see it in the unpleasant part didn't bother us too much, however, I will say we were very happy when the time came to move on because by now we had been on the road thirteen days and hadn't had a chance to do our laundry and it was getting to the point of running out of clean clothes. We were unable to do our laundry at the trailer camp because you had to have your name on the list a week or two ahead. This was all new to us and I must confess we didn't like it.

It was very cold while we were here in San Francisco but we were told that six miles further on it was very hot.

September 5th – We said goodbye to Wayne yesterday and his ship pulled out last night. It gave us a sad feeling for awhile. While we were here we decided to go on to Los Angeles. I have an Aunt in El Segundo and we hadn't seen her or her husband in years and had never met her family and so we were on our way. It seems strange now when I remember how happy we were on the road again. As we rode along the country kept getting prettier and along the road there were Orange houses where they sell orange juice. They would squeeze large oranges and put the juice in large glasses; it was delicious and we loved it.

Here we saw for the first time, that is Evelyn and I, Jim had been here before when he was in the Navy, olive trees, groves of them and as time went on many other trees and flowers, cactus, everything that we had read about and had seen pictures of and now we could see and touch them. When we got back home and I had time to really think about this trip, it seemed more like a dream. We found that each state seemed different, each had something very special to offer, even the people were different, that is to customs and way of dressing. Yet in other ways they were all the same. We made friends everywhere we went and I don't know what I would have done if all the people we asked to come and see us, decided to do so all at the same time. However, they didn't and we probably would have managed some way. We usually do. Well to get back to our story, we had dinner in a place called Chowcilla. Jim had bought two large steaks. We have a three burner gas range in the trailer so we were able to cook or bake anything and we did.

Our next thrill was seeing the fig groves. We were enjoying this scenery very much when we had our first flat tire. We had covered 3,700 miles on our old tires without a flat. It didn't seem possible yet it was true.

The Eddys decide to extend their journey for many miles and as the complete journal of their trip extends for 73 closely written pages we must reluctantly cover the remainder of their trip with a few extracts of their more interesting incidents.

"Now we start climbing up through Cajon Pass toward Victorville. We are at 2000" and Frankie is kicking up. It is dreadfully hot and Jim is trying to find the trouble. We are having vapor lock but at this point in our story we had never heard the word. Jim just kept changing fuel pumps, by the time he had accomplished this the motor had cooled off and away we would go again. Our minds were taken off our own worries for a few minutes when a car sped by with a mattress tied on top and two little children tied on top of that! We managed to get to the top of the 4301 foot Cajon summit and Jim now thinks the gas line is plugged.....If only I had a camera with colored film. Jim wouldn't let me take it, it was war time and he was sure my curiosity would get the better of me and that I would get into trouble."

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"We are three quarters of the way up the mountain when Frankie informs us he has gone as far as he can. I am frozen in the seat, Evelyn jumps out and blocks the wheels of both the car and trailer . . . at the bottom of this mountain we had noticed a sign mentioning 24 hours tow service over the mountain. Half way up the motor just died and the tow car came and wanted to pull us over. Jim said, 'nothing doing, Frankie could do it.' . . . So he put on another fuel pump and we started the climb again . . . Can you imagine yourself sitting in a heavily loaded car with a trailer trying to pull you back down a mountain, and only 90 feet from the top? Chills ran up and down your spine and you don't know whether to pray or scream. Jim suddenly had a bright idea and after talking to Evelyn for awhile they came up front, Evelyn holding a rubber tube and Jim a can of gas. Jim strapped the can on top of the motor and then inserted the rubber tube, one end in the can and the other end into the carburetor. Evelyn removed the blocks and over we went as nice as anything.

Well, this is where we found out we were having vapor lock all the time. Jim was told one of the reasons for vapor lock could be caused by the exhaust pipe. Jim said, 'say no more, after today we will have no more vapor lock,' and we didn't. Jim worked underneath for some time cutting off part of the exhaust pipe; this did the trick and we had no more trouble of this kind.

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Our next stop was at Painted Desert Park...This was the place where we learned to appreciate all our canned fruit juices. When we tried to get some fresh water to drink we were told we couldn't have any . . . what water they had was hauled for fifteen miles and they needed it for themselves.

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As we rode along, somewhere in New Mexico, we would see signs that said 'DIP', they didn't mean anything to us so we just ignored them. I did get curious once and asked Jim why they had signs here and there that just said 'DIP'. Jim said he wasn't sure just why they had them, maybe it had something to do with sheep. So we forgot about it until suddenly we hit one of these so called 'DIPS' and we sure learned their meaning. We hit that thing so hard the trailer hitch was bent to the ground and for the first time we really had to put up for repairs. This was in Tucumcari, New Mexico.

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10:00 a.m. and we were entering the State of Mississippi. As we rode along we noticed a bill board with the phone number to call an ambulance. Just as we were reading this we hit another awful bump that put us out of commission again for awhile.

We were in Rochester, New York. Evelyn decided to go home, so she took a train from Rochester to Boston. We missed her so much, her vacation was over. We still had some more time and decided to go on to Canada.

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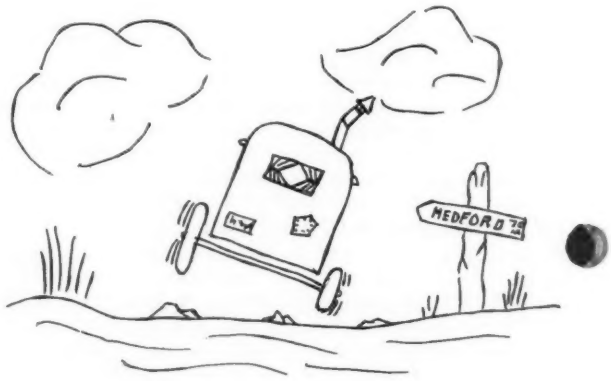
We left St. John at 11:30 a.m., crossing the border at 1:30 p.m. We were near Perry, Maine, when we had a tire blow on the trailer. Jim fixed it and when we got to Perry it blew again . . . We were just on the road a little while when we had hitch trouble again. This happened right in the middle of Main Street in Searsport. It was pouring rain and this time both arms that held the hitch broke off and the trailer sat down in the street! As usual Jim had a couple of spares, but he was soaked to the skin by the time he got the trailer back on its feet.

• • •

Seventy miles from home, two flat tires at the same time, one on the car and the other on the trailer. Jim got the car tire fixed but the one on the trailer was completely ruined so he had to take off the 16 inch wheel and put back a 21 inch wheel. Naturally this made the trailer very uneven but with only seventy miles to go, who was going to worry, not us I assure you! We think we are the luckiest people in the world.

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FRONT COVER: The 1910 test party leaving the factory, Mr. Franklin is at the wheel of the largest car, a Model H.

INSIDE FRONT COVER: Mr. Herbert H. Franklin is said to have taken this picture himself while aboard ship on a voyage to Italy.

INSIDE BACK COVER: A 1904 ascends a steep hill "somewhere in the USA." From the collection of Member Albert Mecham.

BACK COVER: Please patronize our advertisers.

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Tut, Tut, Tom !!!

The young man in the tonneau of the 1912 Torpedo shown in December 1955 issue is Ted Odell, Athol's son. In any Franklin gathering to class an Odell as "unidentified" is practically subversive.

## SEE YOU AT SYRACUSE

The Trek Committee has been hard at it for some time and we can be assured of another enjoyable time at Syracuse. Layout on this issue of ACN was begun before all details had been settled so we will touch on it somewhat briefly. You will undoubtedly have received the Trek program before you read this.

This year's committee is an all Syracuse Team, captained by Kenneth Barton, with Richard Wright second in command and well backed up by John Burns, Hugh Goodhart and Vi Hosler. The plans follow the pattern already set. Register is from Thursday evening on. Annual Meeting Friday afternoon. The Friday night smoker will be held this year at the home of the Onondaga Historical Association, where Dick Wright presides. John Burns has a part in this so it is bound to be good. Saturday's luncheon run will be under especially pleasant circumstances, due to the courtesy of member Charles Denman who has invited us to his private grounds at Lake Oneida. The annual banquet will be that evening at the Hotel Syracuse. Those of you who have been there before know what that means.

The Trek is rapidly setting a tradition for good management and pleasant times. It also seems to be setting another tradition! The 1954 Trek Chairman was Mrs. Frederick Whalen; she became quite ill and her physician would not permit her to continue the chairmanship, Miles Amick took over. Athol Odell was 1955 Chairman; Athol promptly became quite ill and handed it over to Dave Doman. The 1956 Chairman is Kenneth Barton; Ken promptly entered the hospital and Dick Wright had to pick it up from there. We understand that Ken is back on his feet and again running the show, but the pattern persists! Good luck, Mr. Trek Chairman of 1957.

Come in a FRANKLIN if you can but COME if you have to walk!

## ANYBODY HAVE A GREATGRANDFATHER?

Part of a letter from Dick Lamphere:

".....I am enclosing a check in hopes you will see fit to enroll my son, David A. Lamphere as a member for 1956. He has just become old enough to drive and insists on a Franklin. He said he wanted one last summer, but I did not take him seriously until I saw him turn down a new Volks-Wagen offered him by his Grandmother, and a Ford from his Uncle. This being a rather unusual attitude in one so young, I went forth to Syracuse and brought back an old weatherbeaten Series 147 for which I paid the terrific sum of $40. He was most happy with this and immediately enlisted the help of his two small sisters to repaint it. The results were, one might say, striking. However in about a month we all plan to go to New England where the car is stored and put it in good condition. From then on he is on his own.

This incidentally, makes three generations of Lampheres who all own and *drive* Franklins. Is this a record for the Club?

## ROSTER CORRECTIONS:

FLORIDA—Driscoll, *Paul K.*
ILLINOIS—Taylor, Leo P., *8331½* South Racine Avenue
NEW YORK—Parke, Floyd M.
Wilson, W. *F.*
PENNSYLVANIA—Becker, Earl *W.*
*Domer*, George E.
Whalen, Major Frederick *J.*

## LETTERS

**Curtain Call for Hubbard!**

"As publisher of the VMCCA Bulb Horn, I can appreciate what a wonderful job Hubbard has done...."

Everett M. Dickinson

"I certainly hope the AIR COOLED NEWS will be maintained at the same high standard. Mr. Hubbard is to be congratulated for the fine job he did."

Bill Snyder.

"...This has been the finest of all the Auto publications I have seen and this has also been the opinion of those to whom I have shown it."

W. E. Olson.

"Enjoy your publication very much, it's the most informative of several 'antique' publications I receive. Please accept my personal thanks to those responsible."

Charles A. Spross

## ATTENTION, NOMINATING COMMITTEE

"In the case of HOYLE v H. H. FRANKLIN CO., 199 NEW YORK 388: 92 No. EASTERN 794 (1910).

The company was held liable for injuries committed by its employees who habitually threw missiles out of a factory window onto the lands of another, in a manner likely to injure persons there and the Company failed to take reasonable precautions to suppress the practice, either by closing the windows or screening them in or watching the men. As a result of this behavior one in her garden was struck by a piece of iron thrown from the factory. The workman had daily for a year or more thrown pieces of iron from the windows of the factory into the garden. Franklin Company informed of this failed to take effective precautions. Plaintiff was hit on August 21 1906, case decided Oct 25 1910."

This bit was sent to Clifford Boram by a friend attending Cornell Law School. Cliff's remarks in his letter of transmittal follow:

"....Actually it's a pretty absurd situation and might give the members a laugh. The wording is rather picturesque in spots... Ronnie Andrew suggests that during the 1956 Trek we arm ourselves with spades and lay waste said garden, with the hope of finding some precious parts. Whatever do you suppose they were throwing and why? I can understand water bombs, but auto parts is going a bit off the deep end. On the other hand Mrs. Hoyle might have been smart to have set up targets and confiscated all missiles for resale. Maybe she should be the next president of the HHFC. We need members like her. I would raise a garden too if I could expect to walk out to it each afternoon and pick pistons, driveshafts and starters."

**OOPS! WE GOOFED:** After proofreading the roster five times we printed it with Carl T. Doman missing from the Advisory Board. Our apologies to Carl and to you. Ed.

# CLASSIFIED SECTION

Henry C. Courten, Editor — 814 Avenue P-12, Palmdale, California

Classified advertisements are free to members, subject to available space. Advertisements from non-members may be accepted, without charge, at the discretion of the Classified Editor. Illustrated advertisements may be accepted if accompanied by a clear glossy photograph and a check for $4.00 payable to the Club.

Members are reminded that misrepresentation in advertisements may result in their being dropped from the Club rolls. They are further reminded that the publishing of their advertisements entails an obligation to the Club to answer all resulting inquiries.

## LEADS

FRANKLIN SCRIPT: Robert Kennedy, 43-42 Bowne Street, Flushing, N.Y., can furnish script for late models. A. H. Amick, Box 535, Cumberland, Maryland can furnish *tracing* of authentic script 1905 - 1909. No charge.

BOATTAIL ROADSTER, 11-B: Contact Ronald M. Andrew, 77 Grove St., Lonsdale, R. I.

1928-1930 SEDAN: Fair condition: Contact Barry Monroe, 10436 E. Weaver, El Monte, California.

1930 CONVERTIBLE: Contact Mrs. F. W. Walz, 7906 Detroit Avenue, Cleveland 2, Ohio.

1932 COUPE & SEDAN: Contact Darwin R. Wales, 46-48 Hawley Street, Binghamton, N.Y.

## WANTED

NEED two connecting rods for 1926 Series 11-A; Phillips B. Quinsler, Jr., 3840 Calle Guaymas, Tucson, Arizona.

REAR SPRINGS from 1929 Series 13 and misc. chassis parts. Also need one or more 6.50 x 19 Norwalk Gold Standard tires and right front door handle from any Series 130: R. L. Laymon, 518 So. 26th St., Lincoln, Nebraska.

ROD BEARINGS: New or used for the V-12. W. Chapin Condit, 16 Wayland Drive, Verona, N. J.

FRANKLIN ADVERTISEMENTS: Need some advertisements from most years to fill gaps in collection. Miles S. Amick, Box 535, Cumberland, Maryland.

## FOR SALE

1919 COUPE: Needs two rocker arms, one door glass. Good paint. Stored inside. William F. James, 67 James Terrace, Pompton Lakes, N. J.

1922 TOURING: A-1 condition. $1,100.00 J. J. McFadden, 107 East Central Ave., Moultrie, Georgia.

1923 SEDAN 10-B: New tires, paint and upholstery. Best offer over $450.00. Sy Morris, 1208 Leeper, South Bend, Indiana.

1925 COUPE 11-A: Similar to coupe shown on Page 6, ACN No. 5. Original Marne green. Perfect leather upholstery, motor overhauled, top poor. $350.00. R. H. DeHart, 293 W. Emerson Street, Melrose 76, Massachusetts.

1926 ENGINE: Fair condition. Don Clairmonte, 12 Gansevoort Street, New York 14, New York.

1926 (?) : Runable condition. Lacks hood latches and trunk. Will sell for $75.00. David Dexter, 527 North 6th, Monmouth, Illinois.

1927 SEDAN: Excellent condition. New tires. Any reasonable offer. George E. Bowles, 402 Clapp Memorial Building, Portland, Maine. Picture below.

1928 CONVERTIBLE COUPE 12 — A: Completely restored. Bargain. Edward E. Bennett, Box 15, Beverly Hills, Calif.

1928 SEDAN 12-A: Completely restored, duplicating original maroon and black. Rechromed. Original upholstery, new timing chain, rings and pins. Prime tires. $400.00. Everett W. Jenckes, Box 152, School St., Plainville, Massachusetts.

1929 BROUGHAM 130: In storage. Motor overhauled since last used. Body and upholstery good. Needs paint. Arthur W. Burnham, 712 Chestnut Street, Waban, Massachusetts.

1929 SEDAN 7 Passenger: Tight engine. Claimed to be in fine condition. A. E. Stowell, Dunlap Route, Roswell, N. M.

1931-1932 TOURING BODY: Complete. Otto S. Ras, Rowleys Trailer Park, Branford, Connecticut.

1931 (?): Good running condition, good tires and paint. 57000 miles. Cyprian J. Loeffler, 218-32 100 Ave., Queens Village 29, N. Y.

1932 SEDAN Series 16: Registered in '56. Body and upholstery exceptionally fine. Recent motor overhaul. ALSO tires and parts for models from 1929 to 1932. Arthur W. Burnham, 712 Chestnut Street, Waban, Massachusetts.

1931 DIETRICH SEDAN: Six wire wheels. Restored, engine overhauled, new maroon and black paint, new upholstery. $2250.00 or trade. Roy Wisenberg, 7050 W. 5th, Denver 15, Colorado.

1934 V-12 SEDAN: Completely restored. Pictured on Page 15 ACN No. 8. William H. Miller, Box 1, Port Chester, New York.

1930 SEDAN Series 127: Interior like new, recent motor overhaul, side mount spare. Needs paint. $250.00. Robert Wingate, 174 White St., South Weymouth, Massachusetts.

PARTS 1907 - 1910: Cylinders, crankcase, crankshaft, pistons, steering gear, rear end housing, drive shaft and small parts. Charles E. Smith, 825 Glenwood Ave., Baltimore, Maryland.

SPARE TIRE COVERS: Series 11.: Newly made up, including large Franklin "F." $8.00 postpaid. Clifford W. Boram, 104 Oak Street, Maywood, Illinois.

HEATER: Francisco, complete. Assist cords (new) No. 7262. Parts for Series 9-10. John Lucchesi, 144-23 158 Street, Jamaica 34, N.Y.

## TOO LATE TO CLASSIFY

## FOR SALE

1929 Series 137 Roadster. 6 wire wheels with good tires and tubes, new battery, good top. Mechanically excellent. Price $1,250.00.

1930 Series 145 Sedan. Four doors, 6 wire wheels with good tires, new battery, paint chipped on two doors. Runs beautifully. Price $350.00.

1930 Series 147, 7 passenger sedan. Original paint and upholstery, six wire wheels with excellent tires, the spares never used. Good running condition. Price on request from original owner. E. J. Parker, 1011 West Seventh Street, Plainfield, N.J.

PARTS: Am dismantling a Series 145 four door sedan. Many parts available at reasonable prices. A. E. Nordby, 2816 First Avenue, Great Falls, Montana.

1926 Coupe: New paint, light gray body, black fenders. Natural finish wheels, new front tires, good rears. Excellent mechanical condition. Electric fuel pump added to vacuum tank for mountain touring. Price $750.00. A. H. Kruger, Fresno 3, California.

Wanted:

OWNER'S MANUAL: For 1928 Airman 12-A. New or used cylinders for same car. Want trunk for this car if it was originally fitted? Burton S. Valiton, West St. Ext., Whalom District Fitchburg, Massachusetts.

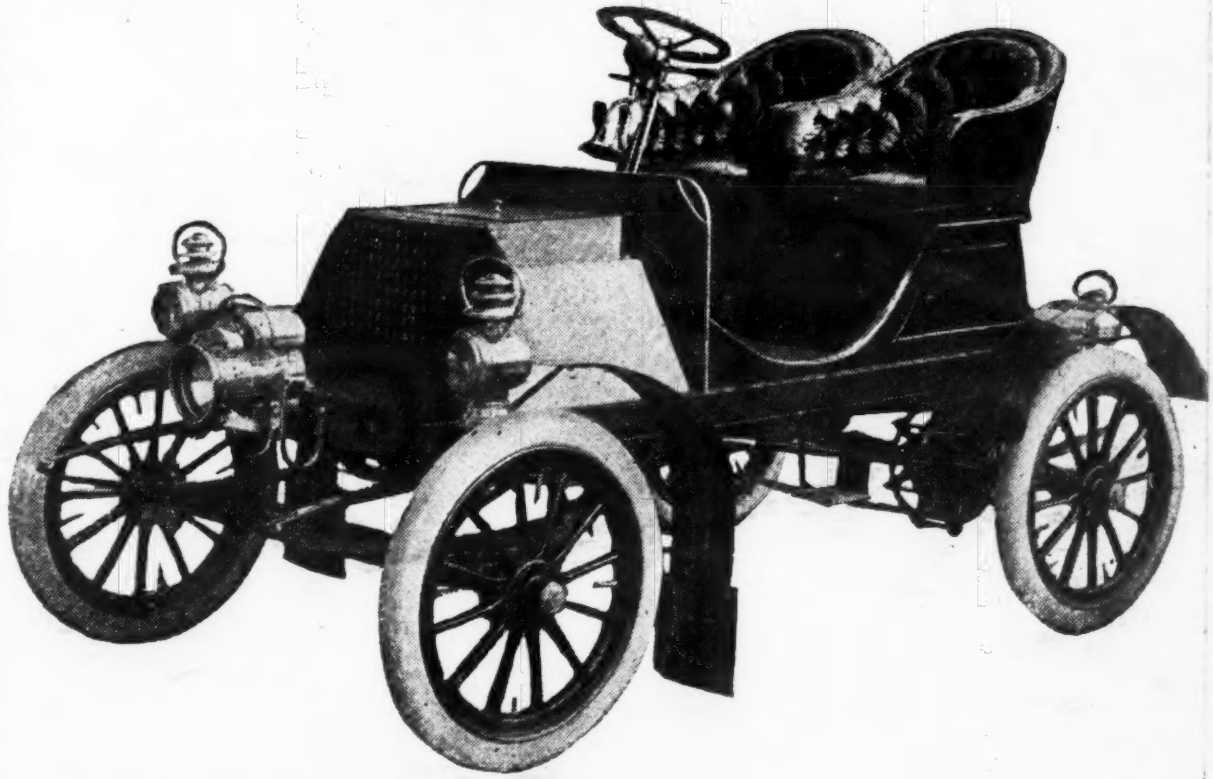
## THE END

More to come if you have paid your dues.

# The FRANKLIN in All Seasons

THERE is no one season for the Franklin. Why? Franklin cars run in winter as well as summer. If you buy a Franklin you won't have to put it away this winter and miss many a good day's sport. No water pipes on the Franklin to burst.

The powerful 4-cylinder motor of the Franklin is under the hood in front—not under the seat. This means no vibration and lots of comfort. Just to be well posted, send for the list of tests to which Franklin engines are subjected before they leave our factory. Booklet mailed free also.



**SOME OF OUR AGENTS:**

ALBANY, N. Y., James Lucey, 167 N. Pearl St.
BOSTON, MASS., A. R. Bangs, 66 Stanhope St.
BUFFALO, N. Y., Centaur Motor Vehicle Co., 59 Franklin St.
CHICAGO, ILL., Ralph Temple & Austrian Co., 293 Wabash Ave.
CLEVELAND, O., Western Automobile Co., 411 Euclid Ave.
DAVENPORT, IA., Bavliss & Eagel.
DENVER, COL., Felker Cycle Co., Eighteenth & Stout Sts.
INDIANAPOLIS, IND., Fisher Automobile Co., Cyclorama Place.
LOUISVILLE, KY., Sutcliffe & Co., 1051 Third Ave.
LOS ANGELES, CAL., Nat'l Automobile Manufacturers Co.
NEWPORT, R. I., Geo. A. Heaver Co.
NEW YORK, N.Y., Amer. Automobile Storage Co., 40 W. 60th St. & 138 W. 38th St.
PHILADELPHIA, PA., Quaker City Auto. Co., 138 N. Broad St.
PITTSBURG, PA., Standard Auto. Co., 5917 Baum St.
ST. LOUIS, MO., Halsey Automobile Co., 3914 Olive St.
SAN FRANCISCO, CAL., Nat'l Auto. & Manfs. Co., 134 Golden Gate Ave.
SCRANTON, PA., Chas. B. Scott.
TROY, N. Y., James Lucey, 357 Fulton St.
WOONSOCKET, R. I., William A. Robinson.

**H. H. FRANKLIN MANUFACTURING CO., SYRACUSE, N. Y.**

*Member of Association of Licensed Automobile Manufacturers.*